# Appendix H: Traffic Impact Study

# Traffic Impact Study

## Manassas Regional Airport Proposed Part 139 Certification and Terminal Redevelopment Project Environmental Assessment

Swans Engineering
PLLC

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2026

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# 1. Introduction

Manassas Regional Airport (HEF or "Airport") is in northern Virginia within the City of Manassas ("City") and Prince William County. The Airport is owned by the City of Manassas and is operated and managed by the Manassas Regional Airport Commission. HEF is a general aviation (GA) airport and serves a variety of GA operations including single-engine light aircraft used for training and corporate jet aircraft. The Airport previously provided commercial service between 1971 and 1986 but does not currently have scheduled commercial airline operations and is not certified under Federal Aviation Regulation (FAR) Part 139. As part of a Franchise Agreement, AFCO Avports Management (Avports) is working to reestablish commercial airline operations at the Airport.

This report was developed to supplement the Programmatic Environmental Assessment (PEA), which is being prepared pursuant to the National Environmental Policy Act (NEPA). This is part of the requirements for the Federal Aviation Administration's (FAA) issuance of Part 139 certification[1] and changes to the HEF Airport Layout Plan (ALP) in support of activities related to the re-establishment of commercial airline operations.

The FAA, the Airport, and Avports identified two alternatives to be completed and evaluated by the PEA. Alternative #1 includes three projects that would not generate traffic. Alternative #2 ("Build" or "Proposed Action"), has 16 projects, including a Terminal Building Expansion, Terminal Parking Lot Rehabilitation and Expansion, and Economy Parking Lot Construction. This Traffic Impact Study evaluates the potential traffic impacts that the Proposed Action could have on the surrounding traffic network. The report describes existing traffic operations in the vicinity of the Airport, establishes trip generation rates related to the Proposed Action, assigns the trips throughout the roadway network, and analyzes and evaluates Existing (2024), No Build (2027, 2036, and 2041), Construction (2027) and Build (2036 and 2041) operations. An analysis of 2027 Construction conditions for Alternative #1 is also provided.

# 2. Study Area

The roadway network surrounding HEF primarily serves to connect the Airport, Virginia Railway Express (VRE) Broad Run Train Station and local businesses to the greater roadway network. The existing Study Area consists of intersections that have the potential to be impacted by the Proposed Action.

The Traffic Study Area is defined by Virginia Department of Transportation (VDOT) as "within 2,000 feet of site and any roadway on which 10% or more of the new vehicle trips generated by the proposal are distributed – not to exceed two miles" for projects that have 500 to 999 site generated peak hour trips[2]. **Section 4** discusses trip generation rates developed for the Proposed Action and assigned throughout the

[1] Under 14 CFR Part 139, the FAA issues Airport Operating Certificates to allow airport operators to serve air carrier passenger operations.
[2] Virginia Department of Transportation. (2022, August). Updated Administrative Guidelines for the Traffic Impact Analysis Regulations. Richmond, Virginia.

traffic network. The following nine intersections were selected for analysis based on their location and the percent of trips that are expected to travel through them:

1. Prince William Parkway and Clover Hill Rd (signalized)
2. Harry J. Parrish Blvd and Clover Hill Rd (unsignalized)
3. Harry J. Parrish Blvd and Wakeman Dr (unsignalized)
4. Wakeman Dr and the Frontage Rd Exit (unsignalized driveway)
5. Wakeman Dr and the Frontage Rd Entrance (unsignalized driveway)
6. Wakeman Dr and the Employee Lot (unsignalized driveway)
7. Wakeman Dr and Observation Rd (unsignalized)
8. Observation Rd and Piper Ln (unsignalized)
9. Gateway Blvd and Carolina Dr (unsignalized)

These intersections are presented in **Figure 2-1**.

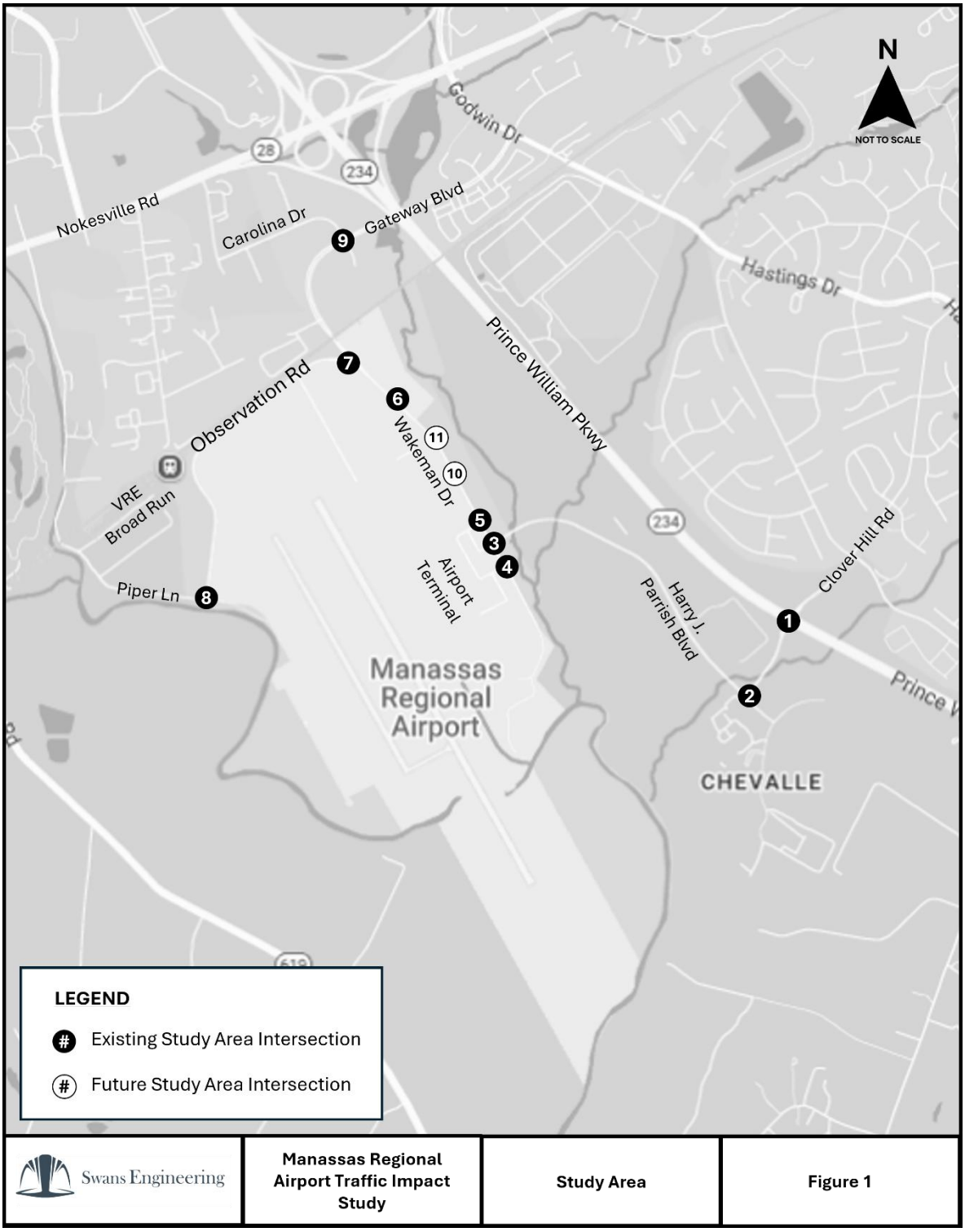


**Figure 2-1: Study Area**

# 3. Methodology

The Traffic Impact Study methodology consists of evaluating Existing conditions, future conditions without the Proposed Action (No Build), Construction conditions, and future conditions with the Proposed Action (Build). The results were compared to assess the potential impacts that the Proposed Action may have on the surrounding transportation network.

## 3.1. Scenarios

The following scenarios were considered in the Traffic Impact Study.

### 3.1.1. Existing: 2024

The Existing conditions scenario consists of analysis of the existing traffic volumes on nine Study Area intersections identified and discussed in **Section 2** for the base year of 2024, which is also the year traffic data was collected.

### 3.1.2. No Build: 2027, 2036, 2041

The No Build scenario considers the future Study Area without the Proposed Action. The Airport would not have commercial airline operations and would continue as-is with General Aviation operations only and no additional improvements to the Airport. It assumes a background traffic growth rate and the addition of traffic from local projects that would be constructed between the Existing and No Build years. It also includes any planned roadway improvements within the Study Area that would be constructed and operational between the Existing and No Build years.

### 3.1.3. Build Construction: 2027

The Build Construction scenario assesses future traffic operation during the peak year of construction. It includes the No Build scenario, plus the addition of incremental traffic generated by the Proposed Action in 2027, any Proposed Action roadway improvements that would be constructed by 2027, and traffic expected to be generated by construction activity. Construction impacts vary daily and are temporary in nature. However, construction operations are analyzed to understand the extent to which they have the potential to impact the surrounding roadway network.

### 3.1.4. Build: 2036 and 2041

The Build scenarios represent the future conditions with the Proposed Action (construction of all 16 Projects and commercial airline operations at the Airport) during the design year (2036) and five years after (2041)[3]. This includes the No Build scenario for each year plus the traffic expected to be generated by the Proposed Action.

### 3.1.1. Alternative #1 Construction: 2027

The Alternative #1 Construction scenario assesses future traffic operation during the peak year of construction for Alternative #1. It includes the No Build scenario, Proposed Action roadway improvements

[3] Federal Aviation Administration, Forecast Review and Approval Instructions, August 12, 2024, pg. 3, https://www.faa.gov/airports/planning_capacity/Forecasts-Approval-Instructions

that would be constructed by 2027, and traffic expected to be generated by construction activity. Construction impacts vary daily and are temporary in nature. However, construction operations are analyzed to understand the extent to which they have the potential to impact the surrounding roadway network.

## 3.2. Analysis

Each scenario was analyzed for traffic operations during a typical weekday AM, weekday PM, and Saturday peak hour. These hours were selected based on a blend of existing peak traffic times and expected flight schedules that would generate the highest combined volumes on the roadway and therefore have the potential to experience the greatest impacts due to the Proposed Action. No Build conditions were compared to Build conditions of the same year to determine the potential impacts due to the Proposed Action.

The Study Area intersections were analyzed using Synchro 12, an industry-standard traffic analysis software that uses Highway Capacity Manual (HCM) methodologies and reports measures of effectiveness such as Level of Service (LOS), delay, volume-to-capacity ratios, and queue lengths. Evaluation criteria for the Study Area intersections include delay at the intersection and expected queue lengths. Intersection delay is measured through Level of Service (LOS) which expresses the quality of traffic flow based on the average amount of delay a driver would typically experience passing through the intersection. LOS ranges from A to F with A indicating little to no congestion or delay and F indicating a failing movement or intersection with severe congestion and delays. Delay thresholds for LOS (Table 3-1) are set by the Highway Capacity Manual[4] and were established based on a variety of factors that represent quality of service from the driver's perspective. The thresholds differ between signalized and unsignalized intersections due to differences between, and tolerance for, driver discomfort and frustration at a signalized versus unsignalized intersection. LOS from A to D are generally considered acceptable for urban or suburban areas. All approaches are evaluated for LOS at signalized intersections. For unsignalized intersections, only the stop- or yield-controlled approaches are evaluated for LOS.

**Table 3-1: LOS Criteria for Signalized and Unsignalized Intersections**

| LOS | Signalized Intersection Delay (seconds/vehicle) | Unsignalized Intersection Delay (seconds/vehicle) |
|---|---|---|
| A | ≤ 10.0 | ≤ 10.0 |
| B | > 10.0 - 20.0 | > 10.0 - 15.0 |
| C | > 20.0 - 35.0 | > 15.0 - 25.0 |
| D | > 35.0 - 55.0 | > 25.0 - 35.0 |
| E | > 55.0 - 80.0 | > 35.0 - 50.0 |
| F | > 80.0 | > 50.0 |

Queue lengths are also considered when evaluating existing and proposed transportation networks. 95$^{th}$ percentile queues are used for evaluation and are calculated in the traffic modeling software to determine maximum queue length that can be expected with 95$^{th}$ percentile volumes. These queue lengths are used to determine whether traffic can be accommodated in available existing and proposed lane lengths at intersections.

[4] Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis, Washington, DC: The National Academies Press, 2022.

# 4. Proposed Action

The Proposed Action, which would bring commercial airline operations to the Airport, consists of 16 PEA Projects with Build years spanning from 2026 through 2036, presented in **Table 4-1**.

**Table 4-1: HEF PEA Projects**

| PEA Project Number | PEA Project Name | Construction Year Start-End |
|---|---|---|
| 1 | Terminal Building Expansion (north, south, and west) | 2026-2026 |
| 2 | West Ramp GA Tie-Down Relocation | 2026-2026 |
| 3 | East Ramp Strengthening, Reconfiguration, and Rehabilitation | 2026-2028 |
| 4 | Terminal Parking Lot Rehabilitation and Expansion | 2026-2026 |
| 5 | Economy Parking Lot Construction | 2026-2026 |
| 6 | Bridge Rehabilitation - Runway 16L/34R and Taxiway Bravo | 2026-2027 |
| 7 | Construction of a new SRE Building | 2027-2028 |
| 8 | Taxiway Bravo Widening | 2027-2028 |
| 9 | Runway 16L/34R Reconstruction and Strengthening | 2027-2029 |
| 10 | Taxiway Echo Fillet Widening | 2027-2029 |
| 11 | Taxiway Bravo Reconstruction and Strengthening (south of the bridge) | 2029-2030 |
| 12 | Construction of a new East Ramp Taxiway | 2032-2034 |
| 13 | Runway 16L/34R Widening | 2033-2033 |
| 14 | Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo | 2033-2034 |
| 15 | Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo | 2033-2036 |
| 16 | Construction of new ARFF Facility | 2035-2036 |

Project #4 and Project #5 would make modifications to the roadways and parking at the Airport (**Figure 4-1**). There is an existing ground-level terminal parking lot immediately east of the existing terminal building. The parking lot is a large rectangle divided into four quadrants. Currently, only the northwest quadrant is paved, and it has 119 striped parking spaces.

In order to accommodate expected parking demand associated with the addition of commercial airline operations at the Airport, Project #4, the Terminal Parking Lot Rehabilitation and Expansion, involves:

- paving and striping the remaining three grass covered quadrants,
- creating landscaped islands that would delimit the end of parking slot sets; and
- reconfiguring the parking slot arrangements within the existing paved lot.

Upon completion of the parking lot improvements, access to the parking lot would be provided at the north Frontage Rd Entrance off Wakeman Drive (Dr) which would be converted from two-way to one-way, and in the existing center aisle entrance west of the Harry J. Parrish Blvd and Wakeman Dr intersection. Egress would occur at the south end of the Frontage Rd and also in the central aisle. At completion, the expanded

parking lot would contain approximately 529 slotted spaces, including 11 ADA accessible parking locations.

Project #5, the Economy Parking Lot Construction, would be constructed in a currently undeveloped area of the Airport between Wakeman Dr (west), Cannon Branch (east), Harry J. Parrish Blvd (south), and the Airport Fuel Farm (north). The proposed parking lot would accommodate 647 parking spaces and a shuttle bus station. Access to the Economy Parking Lot would be via two driveways on the east side of Wakeman Dr.

It is anticipated that both Project #4 and Project #5 would be completed in 2026, in conjunction with Project #1, the Terminal Building Expansion.

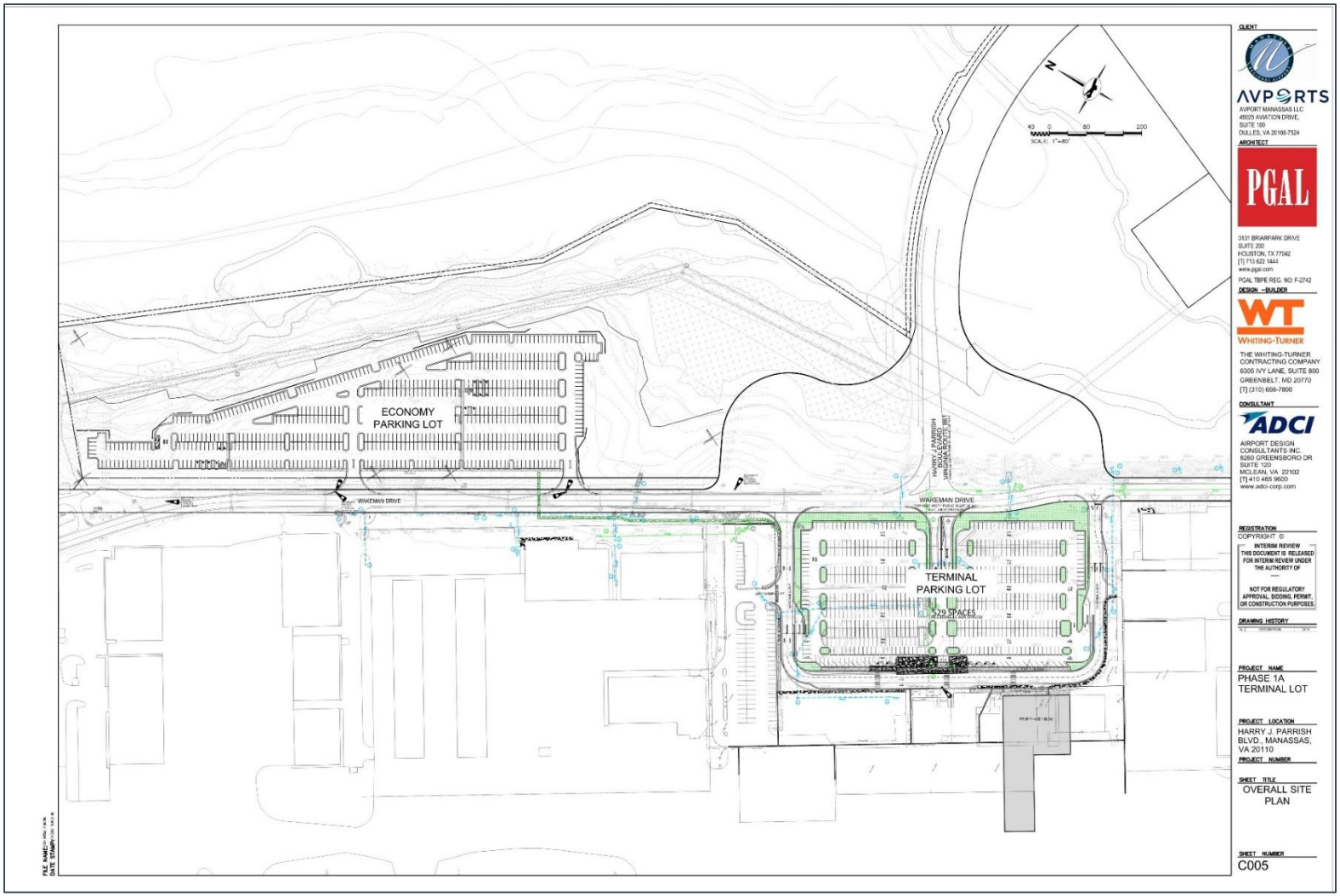


**Figure 4-1: Project #4 - Terminal Parking Lot Rehabilitation and Expansion and Project #5 - Economy Parking Lot Construction**

An additional Build Alternative (Alternative #1) is also being considered as part of the PEA. This Alternative would assume that there would be no scheduled commercial service or Part 139 certification projects; only General Aviation operations would continue at the Airport. This Alternative would be the equivalent of the No Build Alternative plus Project #7 (Construction of SRE Building), Project #8 (Taxiway Bravo Widening), and Project #12 (Construction of a new East Ramp Taxiway). The three projects are related to Airport infrastructure and would not result in additional flights or vehicular trips. This Alternative, therefore, would not generate additional traffic beyond what is anticipated under No Build conditions, and the transportation network would operate the same as No Build conditions. It is therefore not considered further in this Traffic Impact Study.

## 4.1. Trip Generation

Trips anticipated to be generated by the Proposed Action include both flight passenger trips and employee trips.

### 4.1.1. Airport Passenger Trips

Passenger trips were estimated using anticipated flight schedules developed by Flare Consulting and various travel demand factors, in consultation with Avports, from the Tweed New Haven Airport (HVN) NEPA Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program ("HVN EA") which was approved by the FAA in 2023. The New Haven Airport is also operated by Avports, is located in a similar environment, and is anticipated to have similar ultra-low-carrier operations when compared to HEF. The Flare Consulting Forecast projects departing and arriving flights for HEF from 2025 through 2051 and is provided in **Appendix A**. It also develops a Design Day Flight Schedule (DDFS). The DDFS is the number of passengers (arrivals and departures) expected to occur at an airport during a typical busy day of the year — not the busiest day experienced by the airport, but a realistic average day during the peak month of any given year. It is used to simulate how the airport's facilities (runways, taxiways, terminal gates, parking, roads, etc.) would perform under expected operational demand.

The forecast assumes there would be 15 arriving and 15 departing flights daily in 2027, 26 arriving and 26 departing flights daily in 2036 and 29 arriving and 29 departing flights in 2041. It is expected that the commercial aircraft at HEF would hold 109 to 200 passengers.

Travel demand factors used in the analysis are provided in **Table 4-2**. Based on consultation with Flare, the assumed average capacity of each aircraft (load factor) is 85 percent. This coincides with the load factor used in the HVN EA as well. The number of passengers per vehicle were assumed to be 1.8, similar to the HVN EA[5]. Modal split was also obtained from HVN EA; 28 percent of travelers would be dropped-off/picked up, 26 percent would use a taxi or ride share service, 26 percent would use a rental car, and 19

[5] McFarland Johnson. (2023, December). Tweed New Haven Airport NEPA Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program. New Haven, CT. Retrieved from https://afcoavports-my.sharepoint.com/personal/fsuriel_avports_com/_layouts/15/onedrive.aspx?id=%2Fpersonal%2Ffsuriel%5Favports%5Fcom%2FDocuments%2FWebsite%20Documents%2FEA%20documents%2FHVN%5FFinal%5FEA%5FCh1%2D6%5FFAA%2Epdf&parent=%2Fpersonal%2Ffsuriel%

percent would park at the Airport[6]. Drop-off/pick-up and taxi/ride share trips resulted in two trips per passenger group, one in and one out of the Airport. It was conservatively assumed that taxis and ride share vehicles would either arrive or leave with passengers, but would not carry passengers for both trips. Rental car trips and park trips would be only one trip, either in or out of the Airport.

**Table 4-2: Travel Demand Factors**

| Factor | Value |
|---|---|
| Load Factor[1] | 85% |
| Passenger Occupancy[2] | 1.8 passengers per vehicle |
| **Modal Split[2]** | |
| Drop-off/Pick-up | 28% |
| Taxi/Ride Share | 26% |
| Rental Car | 26% |
| Park at Airport | 19% |

**Source:**
1. Flare Consulting Forecast (Version 15)
2. HVN EA

Arrival and departure times were based on the HVN EA. It was assumed that passengers would arrive at HEF between one hour 45 minutes and 30 minutes before their plane departed from the Airport (**Table 4-3**). Passengers would depart from the Airport 15 minutes to one hour after their plane arrived (**Table 4-4**).

**Table 4-3: Passenger Arrival Times**

| Passenger Arrival Time (Minutes Before Plane Departs) | Percent of Total Arrivals | Cumulative Percent of Arrivals |
|---|---|---|
| 105 | 5% | 5% |
| 90 | 10% | 15% |
| 75 | 30% | 45% |
| 60 | 30% | 75% |
| 45 | 20% | 95% |
| 30 | 5% | 100% |

**Source:** HVN EA

**Table 4-4: Passenger Departure Times**

| Passenger Departure Time (Minutes After Plane Arrives) | Percent of Total Departures | Cumulative Percent of Departures |
|---|---|---|
| 15 | 20% | 20% |
| 30 | 60% | 80% |
| 45 | 10% | 90% |
| 60 | 10% | 100% |

**Source:** HVN EA

[6] Ibid.

24-hour volume profiles were developed based on the above factors to provide total daily Airport passenger vehicle trips in 15-minute increments for the DDFS in 2027, 2036, and 2041 **(Figure 4-2**, **Figure 4-3**, and **Figure 4-4**). A breakdown of those 15-minute increments by mode and direction ("in" or "out" of the Airport) are provided in **Appendix B**. It is estimated that there are 3,594 daily passenger trips in 2027, 5,298 in 2036, and 6,754 in 2041.

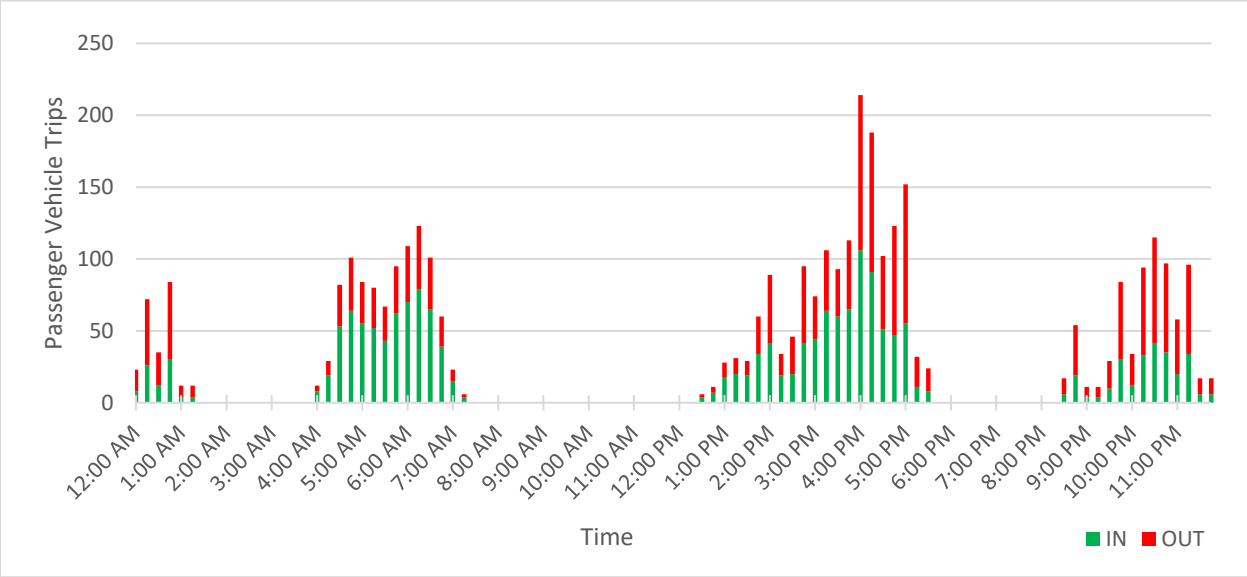


**Figure 4-2: 2027 15-Minute Airport Passenger Build Vehicle Increments**

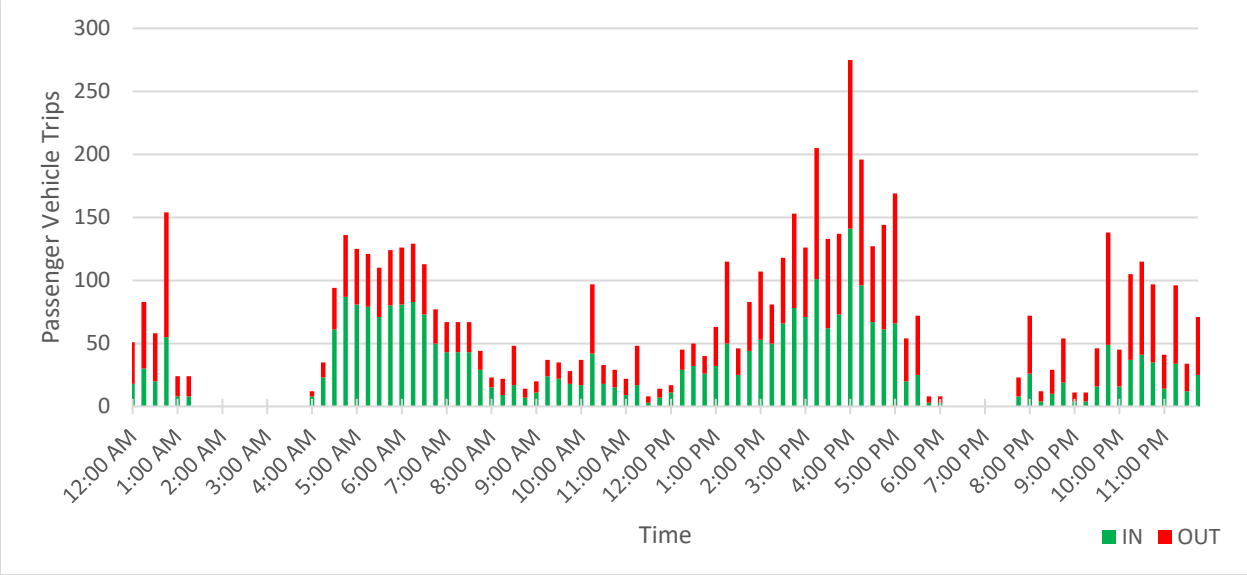


**Figure 4-3: 2036 15-Minute Airport Passenger Build Vehicle Increments**

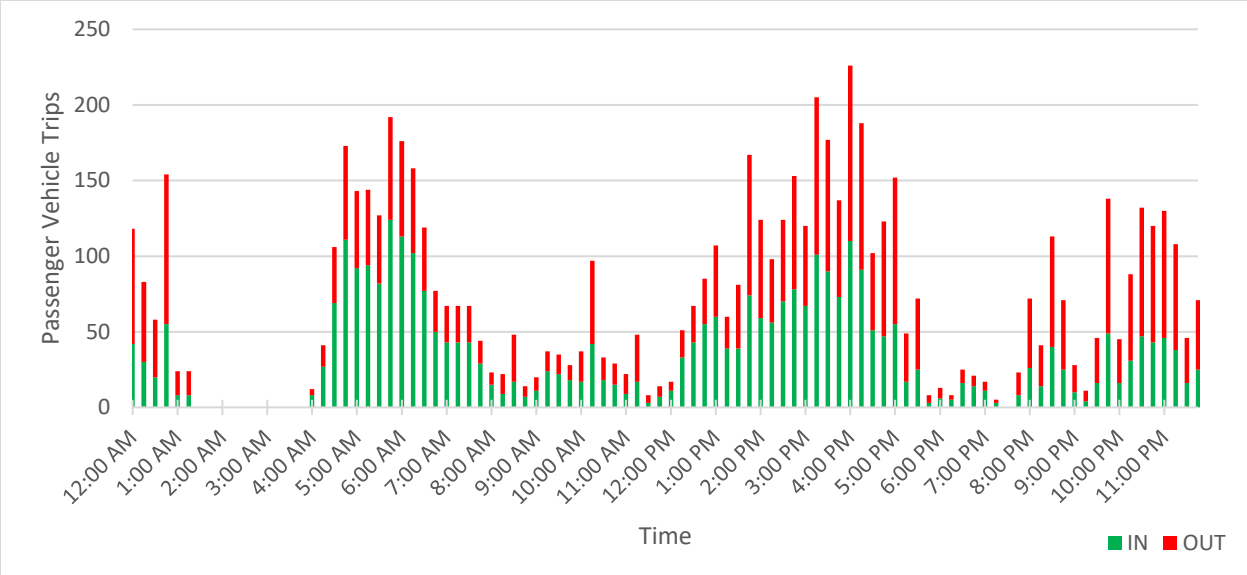


**Figure 4-4: 2041 15-Minute Airport Passenger Build Vehicle Increments**

The number of parked vehicles per day was estimated based on the modal split trip generation calculations (**Table 4-5**).

**Table 4-5: Daily Parked Airport Visitors**

| Build Year | Daily Parked Airport Visitors |
|---|---|
| 2027 | 220 |
| 2036 | 362 |
| 2041 | 413 |

### 4.1.2. Airport Employee Trips

Employee trips to and from the Airport under the Build condition would consist of Airline, Airport Transportation Security Administration (TSA), concession, and Avports employees. The number of employees and their shifts were developed based on the HVN EA. **Table 4-6**, **Table 4-7**, and **Table 4-8** present the expected number of daily employees and their shifts in 2027, 2036, and 2041.

**Table 4-6: 2027 Airport Employees**

| Employee Types | Total Employees | Employee Numbers | Employee Shifts |
|---|---|---|---|
| Avports | 75 | 38 | 4:00 AM – 2:00 PM |
| | | 37 | 2:00 PM – 12:00 AM |
| Airline | 350 | 175 | 4:00 AM – 2:00 PM |
| | | 175 | 2:00 PM – 12:00 AM |
| TSA Staff | 40 | 14 | 4:00 AM – 12:00 PM |
| | | 13 | 8:00 AM – 4:00 PM |
| | | 13 | 12:15 PM - 8:15 PM |
| Car Rental, Concessions, Retail | 21 | 11 | 5:00 AM – 1:00 PM |
| | | 10 | 12:00 PM – 9:00 PM |

**Notes:**
1. New Haven assumes 28 flights per day under Build conditions. In the HVN EA, employee numbers, other than Car Rental, Concessions, Retail, remain constant between No Build and Build Conditions.
2. HEF uses HVN EA assumptions for 2027, 2036, and 2041 for Avports, Airline and TSA Staff.
3. Car Rentals, Concessions and Retail employee numbers were adjusted proportionally based on amount of flights in the HVN EA compared to HEF. HVN EA assumes 28 flights in and out. HEF assumes 15 (2027), 26 (2036), and 29 (2041).

**Table 4-7: 2036 Airport Employees**

| Employee Types | Total Employees | Employee Numbers | Employee Shifts |
|---|---|---|---|
| Avports | 75 | 38 | 4:00 AM – 2:00 PM |
| | | 37 | 2:00 PM – 12:00 AM |
| Airline | 350 | 175 | 4:00 AM – 2:00 PM |
| | | 175 | 2:00 PM – 12:00 AM |
| TSA Staff | 40 | 14 | 4:00 AM – 12:00 PM |
| | | 13 | 8:00 AM – 4:00 PM |
| | | 13 | 12:15 PM - 8:15 PM |
| Car Rental, Concessions, Retail | 37 | 19 | 5:00 AM – 1:00 PM |
| | | 18 | 12:00 PM – 9:00 PM |

**Notes:**
**Notes:**
1. New Haven assumes 28 flights per day under Build conditions. In the HVN EA, employee numbers, other than Car Rental, Concessions, Retail, remain constant between No Build and Build Conditions.
2. HEF uses HVN EA assumptions for 2027, 2036, and 2041 for Avports, Airline and TSA Staff.
3. Car Rentals, Concessions and Retail employee numbers were adjusted proportionally based on amount of flights in the HVN EA compared to HEF. HVN EA assumes 28 flights in and out. HEF assumes 15 (2027), 26 (2036), and 29 (2041).

**Table 4-8: 2041 Airport Employees**

| Employee Types | Total Employees | Employee Numbers | Employee Shifts |
|---|---|---|---|
| Avports | 75 | 38 | 4:00 AM – 2:00 PM |
| | | 37 | 2:00 PM – 12:00 AM |
| Airline | 350 | 175 | 4:00 AM – 2:00 PM |
| | | 175 | 2:00 PM – 12:00 AM |
| TSA Staff | 40 | 14 | 4:00 AM – 12:00 PM |
| | | 13 | 8:00 AM – 4:00 PM |
| | | 13 | 12:15 PM - 8:15 PM |
| Car Rental, Concessions, Retail | 41 | 21 | 5:00 AM – 1:00 PM |
| | | 20 | 12:00 PM – 9:00 PM |

**Notes:**
1. New Haven assumes 28 flights per day under Build conditions. In the HVN EA, employee numbers, other than Car Rental, Concessions, Retail, remain constant between No Build and Build Conditions.
2. HEF uses HVN EA assumptions for 2027, 2036, and 2041 for Avports, Airline and TSA Staff.
3. Car Rentals, Concessions and Retail employee numbers were adjusted proportionally based on amount of flights in the HVN EA compared to HEF. HVN EA assumes 28 flights in and out. HEF assumes 15 (2027), 26 (2036), and 29 (2041).

It was assumed that employees would travel individually in vehicles. Arrival and departure times for Airport employees were also developed based on the HVN EA and are presented in **Table 4-9** and **Table 4-10**, respectively.

**Table 4-9: Airport Employee Arrival Time**

| Arrival Before Shift Starts (minutes) | Percent | Cumulative Percent |
|---|---|---|
| 60-45 | 40% | 40% |
| 45-30 | 40% | 80% |
| 30-15 | 20% | 100% |

**Source:** HVN EA

**Table 4-10: Airport Employee Departure Time**

| Departure After Shift Ends (minutes) | Percent | Cumulative Percent |
|---|---|---|
| 15-30 | 20% | 20% |
| 30-45 | 40% | 60% |
| 45-60 | 40% | 100% |

**Source:** HVN EA

This data was used to develop 15-minute trip increments for daily employee trips, shown in **Figure 4-5, Figure 4-6,** and **Figure 4-7,** for 2027, 2036, and 2041, respectively. Daily 15-minute employee increments for each year are provided in **Appendix C**.

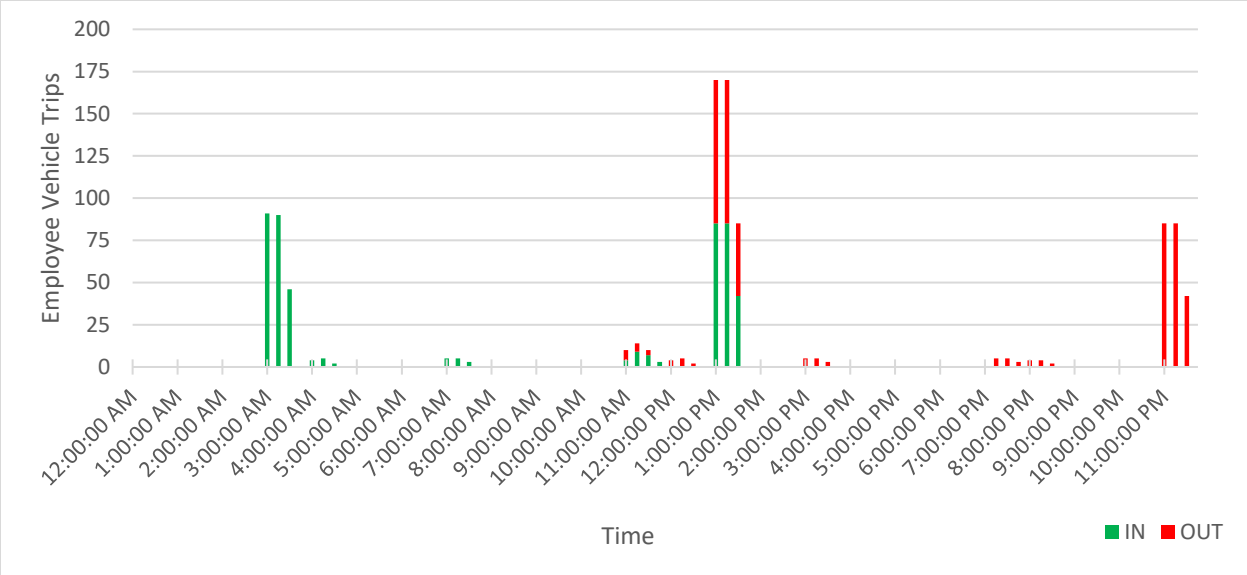


**Figure 4-5: 2027 15-Minute Airport Employee Build Vehicle Increments**

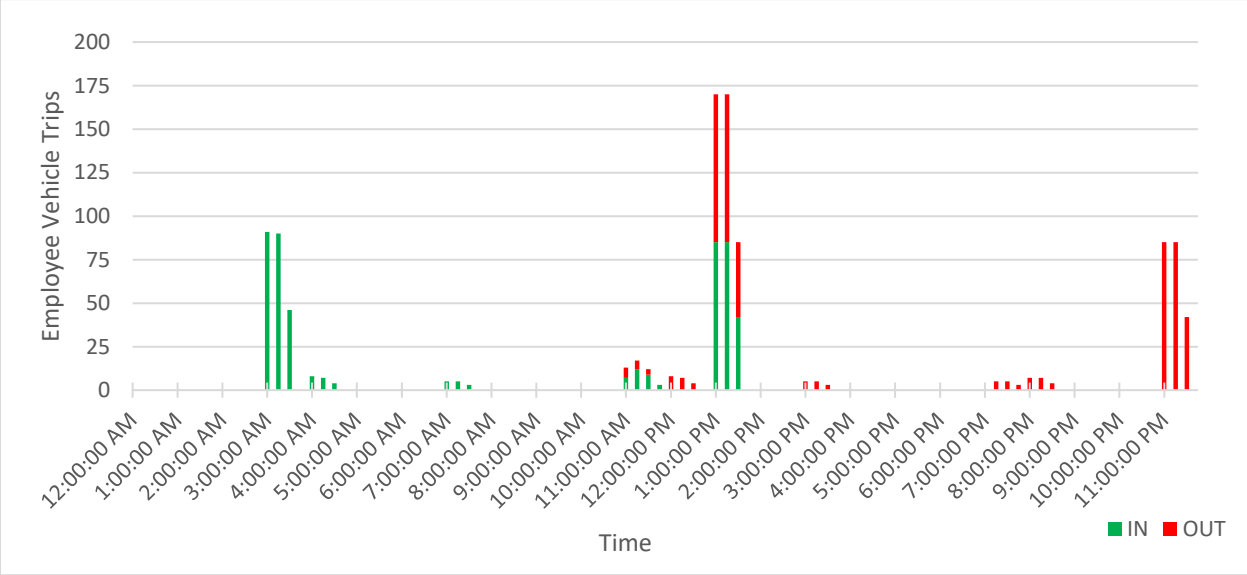


**Figure 4-6: 2036 15-Minute Airport Employee Build Vehicle Increments**

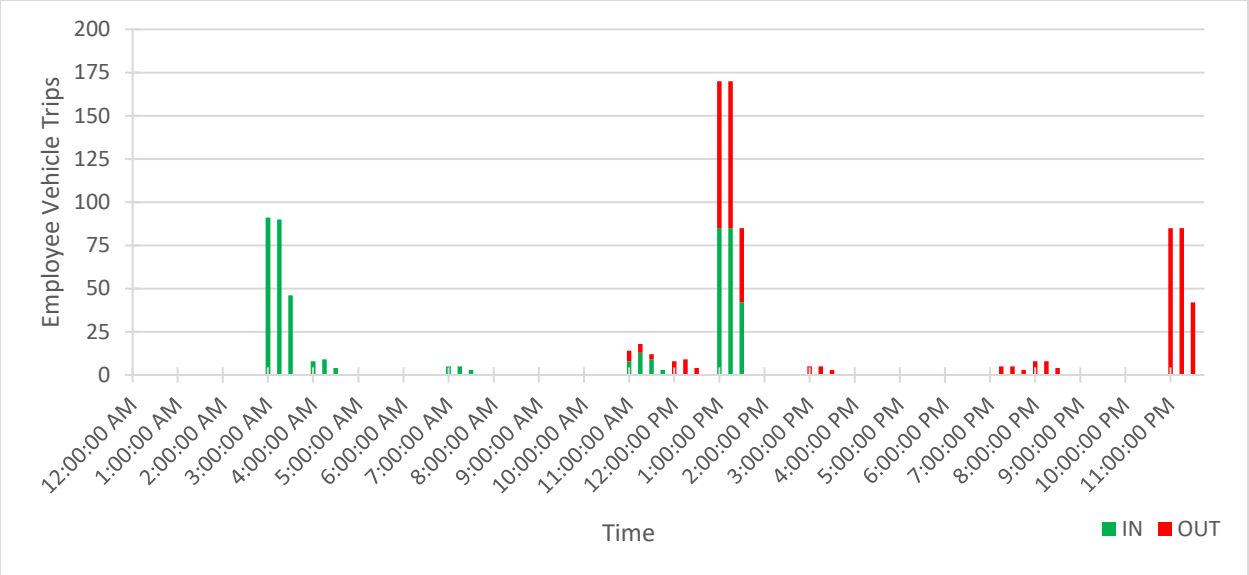


**Figure 4-7: 2041 15-Minute Airport Employee Build Vehicle Increments**

### 4.1.3. Build Construction Trips

Peak construction is expected to occur in 2027. Trips are expected to be generated by construction workers and single unit short-haul and combination short-haul trucks. The highest daily volume is estimated to reach 416 round trips per day, with 374 worker round trips (374 "ins" and 374 "outs"), and 42 truck round trips (42 "ins" and 42 "outs"). It is anticipated that both daytime and nighttime work would occur. It was assumed that 75 percent of workers would work the day shift, arriving before their 7:00 AM shift in the morning and leaving at the end of their shift after 3:00 PM, with 75 percent of truck trips and construction material deliveries spread throughout an eight-hour day. The remaining 25 percent would work an overnight shift (10:00 PM to 6:00 AM) to perform construction airside while the airport is closed. For the purpose of this analysis it was assumed that worker trips leaving the overnight shift would overlap with workers trips arriving for the day shift.

### 4.1.4. Total Build Trips

The above trips were combined into 24-hour daily profiles for each Build scenario (2036 and 2041) and Construction (2027). The combined trips included employees entering and leaving the airport before and after their shifts, construction workers (for 2027 Build analysis), shuttles to and from the new economy lot, and customers, who would park, rent vehicles, take taxis or other ride share vehicles, or would be dropped off or picked up at the Airport. Total trips expected to be generated by the Proposed Action are presented in **Figure 4-8, Figure 4-9,** and **Figure 4-10** for 2027, 2036, and 2041, respectively. Detailed 15-minute increments, broken down by mode and "ins" and "outs" are provided in **Appendix D**.

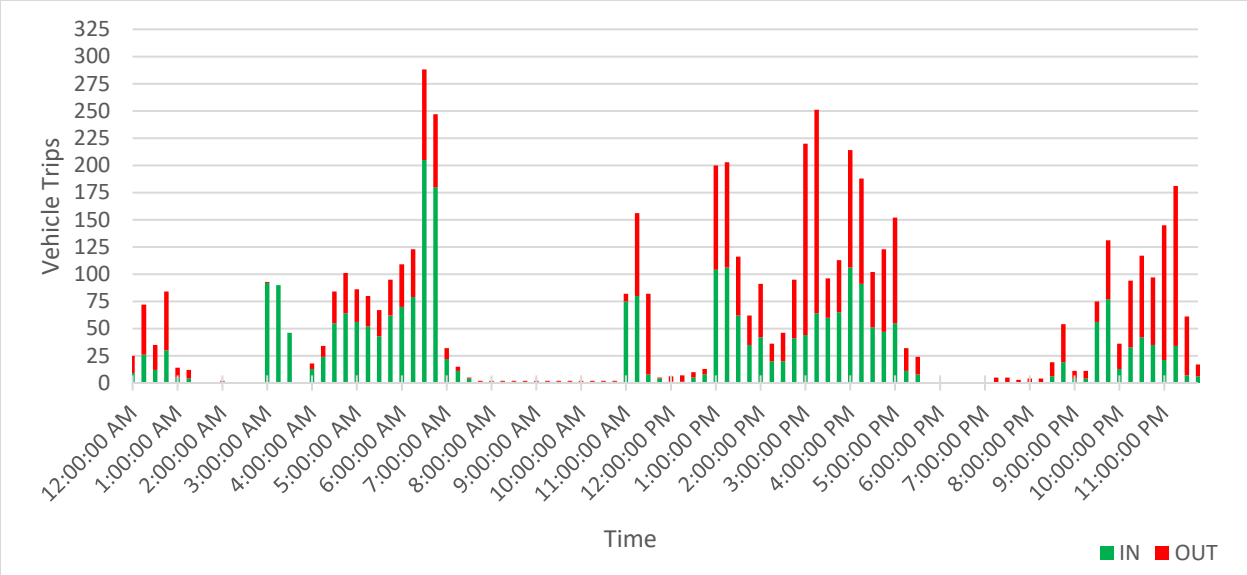


**Figure 4-8: 2027 15-Minute Total Airport Plus Construction Build Vehicle Increments**

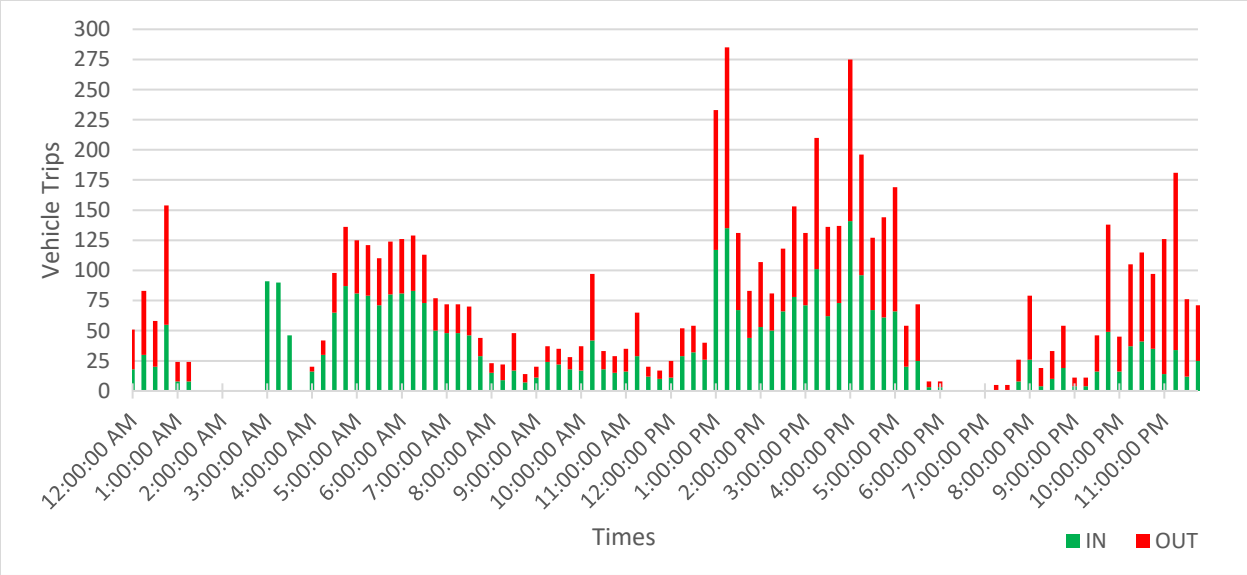


**Figure 4-9: 2036 15-Minute Total Airport Build Vehicle Increments**

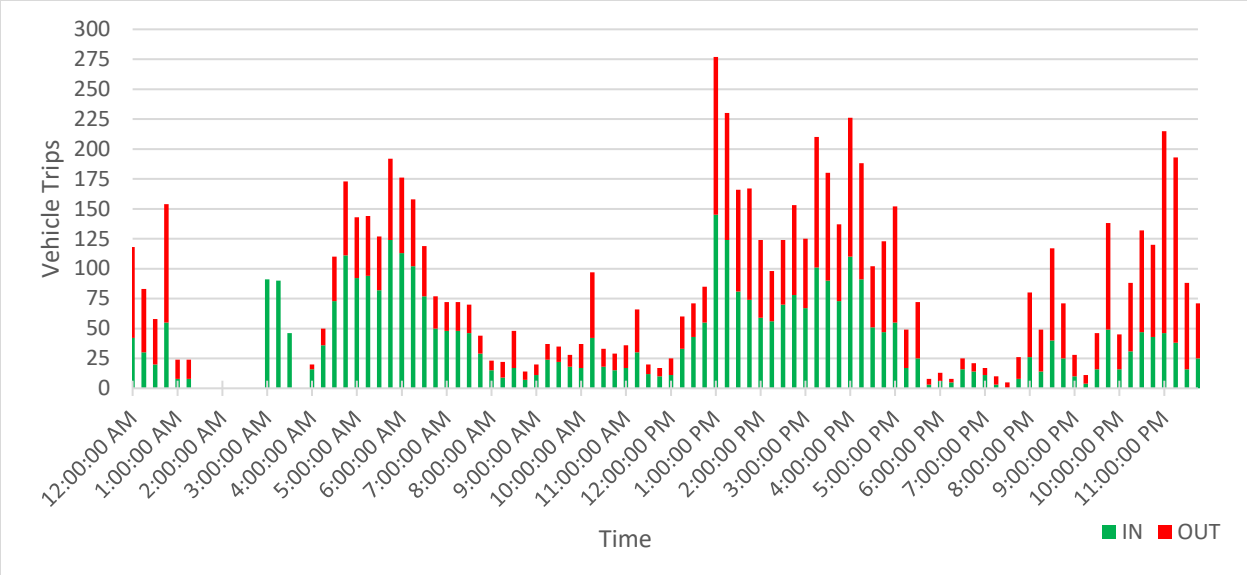


**Figure 4-10: 2041 15-Minute Total Airport Build Vehicle Increments**

The volume profiles were compared to existing volumes to determine expected peak hours of expected traffic. This resulted in the analysis of a weekday morning peak, weekday late afternoon peak, and a Saturday midday peak. **Table 4-11, Table 4-12, and Table 4-13** provide total peak hour trips for 2027, 2036, and 2041, respectively, that would be generated by the Airport. Weekday AM peak hour trips would be 208 in 2027, 342 in 2036, and 348 in 2041. Weekday PM peak hour trips would be 542 in 2027, 766 in 2036, and 761 in 2041. A slight decrease in total Proposed Action increments would occur between 2036 and 2041 in the Weekday PM peak hour due to projected changes in flight schedules. Saturday Midday peak hour trips would be 740 in 2036, and 8 in 2041. 2027 was analyzed for Construction conditions only and therefore, Saturday Midday trips related to the Proposed Action were not developed.

**Table 4-11: 2027 Proposed Action Trip Generation**

| Trip Type | Weekday AM (6:30 - 7:30 AM) | | Weekday PM (3:15 - 4:15 PM) | |
|---|---|---|---|---|
| | In | Out | In | Out |
| Employees | 10 | 0 | 0 | 8 |
| Parking Shuttle | 4 | 4 | 4 | 4 |
| Visitors Parked | 24 | 0 | 48 | 20 |
| Visitors Using Rental Vehicles | 32 | 0 | 62 | 26 |
| Visitors Dropped Off or Picked Up | 35 | 35 | 97 | 97 |
| Visitors using Taxi or Ride Share | 32 | 32 | 88 | 88 |
| Construction Workers Parked | 281 | 93 | 0 | 281 |
| Construction Trucks | 4 | 4 | 4 | 4 |
| Total Ins and Outs | 422 | 168 | 303 | 528 |
| Peak Hour Total Build Increments | 590 | | 831 | |

**Table 4-12: 2036 Proposed Action Trip Generation**

| Trip Type | Weekday AM (6:30 - 7:30 AM) | | Weekday PM (3:15 - 4:15 PM) | | Saturday Midday (1:00 – 2:00 PM) | |
|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out |
| Employees | 10 | 0 | 0 | 8 | 212 | 213 |
| Parking Shuttle | 4 | 4 | 4 | 4 | 4 | 4 |
| Visitors Parked | 39 | 0 | 49 | 47 | 19 | 20 |
| Visitors Using Rental Vehicles | 55 | 0 | 64 | 62 | 24 | 28 |
| Visitors Dropped Off or Picked Up | 60 | 60 | 138 | 138 | 56 | 56 |
| Visitors using Taxi or Ride Share | 55 | 55 | 126 | 126 | 52 | 52 |
| Total Ins and Outs | 223 | 119 | 381 | 385 | 367 | 373 |
| **Peak Hour Total Build Increments** | **342** | | **766** | | **740** | |

**Table 4-13: 2041 Proposed Action Trip Generation**

| Trip Type | Weekday AM (6:30 - 7:30 AM) | | Weekday PM (3:15 - 4:15 PM) | | Saturday Midday (1:00 – 2:00 PM) | |
|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out |
| Employees | 10 | 0 | 0 | 8 | 212 | 213 |
| Parking Shuttle | 4 | 4 | 4 | 4 | 4 | 4 |
| Visitors Parked | 40 | 0 | 49 | 47 | 29 | 24 |
| Visitors Using Rental Vehicles | 56 | 0 | 63 | 62 | 37 | 33 |
| Visitors Dropped Off or Picked Up | 61 | 61 | 137 | 137 | 76 | 76 |
| Visitors using Taxi or Ride Share | 56 | 56 | 125 | 125 | 70 | 70 |
| Totals | 227 | 121 | 378 | 383 | 428 | 420 |
| **Peak Hour Total Build Increments** | **348** | | **761*** | | **848** | |

Note:
*A slight decrease in total Proposed Action increments occurred between 2036 and 2041 in the Weekday PM peak hour due to projected changes in flight schedules.

## 4.2. Trip Assignments

Vehicle increments were assigned throughout the network via direct and logical routes based on a combination of catchment area populations, origin-destination employment statistics, and existing travel routes.

Flare Consulting assumed a 45-mile catchment area around the Airport to determine the Airport passenger market that HEF could capture. Populations were obtained from the American Community Survey for 2022 and analyzed for locations within a 45-mile radius of the Airport. These populations were then assigned to the Airport via direct and logical routes to determine the routes Airport passengers would take to and from the Airport. **Table 4-14** presents the assignment percentages for airline passengers.

Drop-offs/pick-ups as well as Taxi/ride-share would occur at the frontage. Rentals are also assumed to be located on the Frontage Rd[7]. Parking trips were assigned 75 percent to the Terminal Parking Lot and 25

[7] It is anticipated that a rental company desk and phone would be available for passengers to request a rental car. There are no separate rental car facilities included in the current plans.

percent to the Economy Parking Lot. Shuttle trips would circulate between the Economy Parking Lot and the Terminal Parking Lot. Assignment percentage maps are provided in **Appendix E**.

**Table 4-14: Passenger Assignment Percentages Along Main Routes**

| Route | Percent Population Assigned |
|---|---|
| Southbound Prince William Parkway | 54% |
| Northbound Prince William Parkway | 38% |
| Eastbound Nokesville Rd | 5% |
| Southbound Godwin Dr | 2% |
| Westbound Clover Hill Rd | 1% |

Airport employee and construction trips were developed using the Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics, from the US Census for the years 2019 and 2021, based on work within Manassas, Virginia. Employee home location percentages were then assigned to the Airport via direct and logical routes to determine the routes employees and construction workers would take to and from the Airport. **Table 4-15** presents the assignment percentages for employees and construction workers.

Employees would continue to park at the existing lot north of the Fuel Farm. It was assumed that construction workers in 2027 would park in the Economy Parking Lot. Assignment percentage maps are provided in the **Appendix E**.

**Table 4-15: Employee Assignment Percentages Along Main Routes**

| Route | Percent Population Assigned |
|---|---|
| Eastbound Nokesville Rd | 30% |
| Northbound Prince William Parkway | 25% |
| Southbound Prince William Parkway | 24% |
| Westbound Clover Hill Rd | 15% |
| Southbound Godwin Dr | 6% |

# 5. Existing (2024)

The Existing (2024) transportation network was evaluated, including understanding the Study Area roadways and intersections, pedestrian and bicycle access, traffic operations, and parking.

## 5.1. Data Collection and Peak Hour Selection

Data was collected for the Study Area intersections, including turning movement counts (TMCs), automated traffic recorders (ATRs), and physical inventories. ATRs were collected from March 9, 2024 through March 17, 2024. TMCs were collected on Thursday March 14, 2024 and Saturday March 16, 2024. Raw data tables are provided in **Appendix F.** Three peak hours were selected to be analyzed: 6:30-7:30 AM on a typical weekday, 3:15-4:15 PM on a typical weekday, and 1:00 – 2:00 PM on a typical Saturday. These hours were determined based on a blend of existing peak traffic times and trips expected to be generated by the Proposed Action that would generate the highest combined volumes on the roadway and

therefore have the potential to experience the greatest impacts due to the Proposed Action. Volume maps showing peak hour traffic volumes at the Study Area intersections are provided in **Appendix G.**

## 5.2. Existing Conditions

The Study Area intersections and surrounding roadways can be found in **Figure 2-1**. A description of the roadways leading to and within the Study Area is provided below. The Airport is accessed through a network of roadways, beginning with regional access principally via Prince William Parkway (Route 234) which is classified as an "Other Freeway and Expressway". Prince William Parkway has two lanes in each direction in the vicinity of the Study Area and runs north-south to the east of the Airport and is posted with a 55 mile per hour (mph) speed limit. It connects and provides regional access to and from I-66 to the north and I-95 to the south. From Prince William Parkway, drivers access the Airport via an actuated signalized intersection to Clover Hill Road (Rd) and then Harry J. Parrish Boulevard (Blvd) (posted 35 mph), both are a "Local Collector" surrounded by primarily industrial uses. Clover Hill Rd is two lanes in each direction with no parking on either side. Harry J. Parrish Blvd is two lanes in each direction with occasional right turn lanes and no parking. It terminates at Wakeman Dr and the Airport entrance. This route provides the primary access to the Airport.

Secondary access to the Airport is available via Route 28, or Nokesville Rd, which runs east-west to the north of the Study Area. From Nokesville Rd, drivers access the Airport via Piper Lane (Ln), and less commonly, Pennsylvania Avenue (Ave) or Godwin Dr. Piper Ln is a 25 mph "Minor Collector" with no parking, surrounded primarily by industrial businesses that provides access to the VRE Broad Run Train Station and to Observation Rd. Observation Rd runs along the western and northern portion of the Airport. It is one lane in each direction with no parking and is surrounded by airport and industrial uses.

Tertiary access to the Airport is via Gateway Blvd, which is a "Minor Collector," posted at 35 mph, and has two lanes in each direction, without parking. It provides access to the intersection of Observation Rd and Wakeman Dr.

Observation Rd and Wakeman Dr are 35 mph, two-lane (one in each direction) "Local" roadways with no parking that circle the west, north and east sides of the Airport; there is no southern access to or roadway around HEF. Wakeman Dr runs north-south along the east side of the Airport terminates at Gateway Blvd just north of the intersection with Observation Rd. Observation Rd runs west from the intersection with Wakeman Dr around the northwest corner of the Airport and south along the west side. It terminates at facilities on the southwest side of the Airport. Both roadways provide access to Airport facilities, with Observation Rd also providing access to the Broad Run VRE Station. All intersections surrounding the Airport are unsignalized.

At the time of existing data collection, the intersection of Piper Ln with Observation Rd was in the process of being relocated due to flooding concerns. Under non-construction conditions, Piper Ln ran free-flow north-south. Observation Rd intersected Piper Ln at a T-intersection and was stop controlled. Under existing construction conditions, the south leg of Piper Ln was closed and all Piper Ln traffic was directed to Observation Rd. A temporary intersection was constructed on Observation Rd to the northeast of the

intersection with Piper Ln to provide access to Airport facilities to the south. For the purposes of this study, existing conditions were analyzed with this temporary construction intersection.

Traffic volumes on the roadways immediately surrounding the airport tend to be low, with peak volume at approximately 225 vehicles per hour (vph) or less on weekdays and approximately 100 vph or less on weekends. These roadway volumes are almost entirely driven by Airport traffic and are therefore subject to peaks in Airport activity. Roadways further from the Airport that carry other local or regional traffic are higher volume and are subject to regional travel patterns and peaks. For example, Prince William Parkway, carries over 3,500 vph during the weekday PM peak hour.

### 5.2.1. Existing Traffic Operations

Existing peak hour LOS results for the Study Area intersections, by lane group, approach, and overall intersection during the peak hours are provided in **Appendix H**. Existing 95$^{th}$ percentile queues are also provided in **Appendix H.** Synchro result reports are provided in **Appendix I.**

All unsignalized intersections within the Study Area currently operate at an overall LOS A and queuing is minimal. All unsignalized approaches and movements operate at LOS B or better. The signalized intersection of Prince William Parkway and Clover Hill Rd operates at overall LOS C during all peak hours. The eastbound and westbound approaches operate at LOS F and E, respectively in the AM, and LOS E in the PM. All other approaches operate at acceptable LOS during all peak hours. 95$^{th}$ percentile queues are accommodated within existing available storage lengths.

**Table 5-1: Existing Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour LOS | | |
|---|---|---|---|---|
| | | Weekday AM | Weekday PM | Saturday Midday |
| 1 | Prince William Parkway at Clover Hill Road (Signalized) | C | C | C |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (Unsignalized) | A | A | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (Unsignalized) | A | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (Unsignalized) | A | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (Unsignalized) | A | A | A |
| 6 | Wakeman Dr at Employee Lot (Unsignalized) | A | A | A |
| 7 | Wakeman Dr at Observation Rd (Unsignalized) | A | A | A |
| 8 | Piper Ln at Observation Rd (Unsignalized) | A | A | A |
| 9 | Gateway Blvd at Carolina Dr (Unsignalized) | A | A | A |

### 5.2.2. Pedestrian, Bicycle, and Transit Access

There is no pedestrian access to the Airport, and the immediate surrounding roadways do not have pedestrian facilities. Gateway Blvd is the only Study Area roadway with sidewalks.

Bicycle access is available near the Airport. There are shared use paths along Nokesville Rd, to Godwin Dr, and Gateway Blvd. Wakeman Dr is signed as a bicycle route with shared vehicle/bicycle lanes. Bicycle Warning signs are posted on Harry J. Parrish Blvd.

The nearest transit access to the Airport is the Broad Run VRE Train Station to the northeast of the Airport. The nearest bus service is operated by OmniRide and provides connections between Downtown Manassas and eastern Prince William County, Tysons Corner, Manassas Park, the Northern Virginia Community College and destinations toward Washington D.C. There is no nearby bus service that runs to the Airport or the Broad Run VRE Train Station.

#### 5.2.3. Parking

There is an existing free surface parking lot with 119 spaces at the Terminal Arrivals and Departures Parking Lot in front of the existing Terminal at the intersection of Harry J. Parrish Blvd and Wakeman Dr. Individual buildings, hangars, and tenants also have limited private parking within their lease areas. Free parking (236 spaces) is also provided on the west side of Wakeman Dr, north of the Fuel Farm. This lot is primarily used for Airport employees, and the businesses and Fixed Base Operators (FBOs) along Wakeman Dr.

# 6. No Build (2027, 2036, 2041)

Under the No Build condition, the Proposed Action would not be constructed or operated, and the Airport would continue to operate as it does with only General Aviation.

No Build pedestrian, transit, and bicycle access, as well as parking is expected to remain similar to existing conditions. A shared-use path is proposed along Prince William Parkway, Clover Hill Rd and Harry J. Parrish Blvd, however, it is currently unfunded.

## 6.1. Background Growth Rates

The Airport is anticipated to continue to operate as it currently does, with no expansions or improvements to the Airport beyond normal maintenance activities, and growth of existing aviation operations at typical background rates (expected to be 1.34 percent per year according to the *Manassas Regional Airport Master Plan Update*[8] Table 2-22). Prince William County provided a traffic background growth rate of two percent per year[9] which was applied to existing volumes for each No Build year. The traffic volumes within the Study Area are almost exclusively due to Airport traffic, and local industry to a lesser extent (other than the Prince William Parkway and Clover Hill Rd intersection which carries regional traffic). Because the anticipated growth rate for the Airport without commercial airline operations is less than the two percent background traffic growth rate, it was assumed that background Airport growth is accounted for within the two percent background traffic growth rate.

[8] The Master Plan forecast was approved by the FAA for use in the HEF Master Plan on August 12, 2024.
[9] Email from Kevin Wrauch, AICP (Prince William County) to Erica Swansen, PE PTOE (Swans Engineering, PLLC), RE: Traffic Study Coordination with Prince William County- Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, June 4, 2025

## 6.2. No Build Projects

Trip increments for background No Build projects were also added to the No Build condition. Prince William County provided two proposed projects on Harry J. Parrish Blvd to be included in No Build conditions[10]:

10. 1,718,823 SF Data Center
1. 340,500 SF Data Center

Proposed traffic increment maps were provided for Project #1 and added to the No Build volumes. No Build Project #2 did not have an associated traffic study; proposed trips were estimated using the Institute of Transportation Engineers Trip Generation Manual (11th Edition), Land Use Code 160 – Data Center and assigned through the traffic network using the same routing assumptions as Project #1. Volume Maps showing the No Build increments from the two projects are presented in **Appendix G** for the weekday AM and PM peak hours. It was assumed that Saturday midday increments would be minimal and would fall within the typical background growth rate.

## 6.3. Roadway Improvements

As discussed above, the intersection of Piper Ln with Observation Rd was in the process of being relocated. It is anticipated that the new intersection between Piper Ln and Observation Rd will be completed prior to 2027 and the new configuration was therefore included in No Build conditions. The configuration is similar to pre-construction conditions, with a stop-controlled Observation Rd meeting free-flowing Piper Ln at a T-intersection. This intersection will be located further south along Piper Ln. This configuration was included in the 2027, 2036, and 2041 No Build analysis.

Planning and design for a diverging diamond interchange (DDI) in place of the current Prince William Parkway and Clover Hill Road intersection is currently underway. Prince William County has indicated that they anticipate the build year to be 2030[11]. The DDI was therefore included in the 2036 and 2041 No Build analyses. Because a design had not been finalized at the time of this report, assumptions were made regarding the layout and signal operations of the DDI based on existing and future traffic growth, to estimate operations of the updated intersection under No Build conditions. The Prince William Parkway and Clover Hill Rd intersection was expected to remain the same as existing conditions for the 2027 No Build analyses.

## 6.4. No Build Analysis

Volume maps for the No Build conditions on a weekday AM and weekday PM peak hours for 2027, 2036, and 2041, and Saturday midday peak hour for 2036 and 2041 are presented in Appendix G. 2027 No Build conditions were only modeled to compare to 2027 Construction conditions. Because peak construction activity is associated with employee shifts, construction conditions were not analyzed for the Saturday midday peak hour.

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[10] Email from Kevin Wrauch, AICP (Prince William County) to Erica Swansen, PE PTOE (Swans Engineering, PLLC), RE: Traffic Study Coordination with Prince William County- Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, August 22, 2025

[11] Email from Mekdes Tabor (Prince William County) to Erica Swansen, PE PTOE (Swans Engineering, PLLC), RE: Manassas Airport - follow up 8/19, August 19, 2025 and Email from Richard Windish PE, PMP to Erica Swansen, PE PTOE (Swans Engineering, PLLC, RE: Manassas Airport - DDI 10-15, October 15, 2025

As shown in **Table 6-1**, **Table 6-2,** and **Table 6-3**, all unsignalized intersections within the Study Area are expected to operate at acceptable LOS A. All approaches and movements are expected to operate at LOS B or better. 95th percentile queues are expected to increase by less than one vehicle, compared to Existing conditions.

In 2027, the Prince William Parkway at Clover Hill Rd would operate at overall LOS C during the weekday AM peak hour and LOS D during the weekday PM peak hour. The eastbound and westbound approaches would operate at LOS E and the northbound and southbound approaches would operate at LOS C or D.95th percentile queues would be greater than existing queues, however they would all be accommodated within existing storage lengths.

As described above, the Prince William Parkway at Clover Hill Rd intersection would be converted to a DDI in 2030. The signalized and unsignalized intersections and approaches of the DDI operate at LOS B or better and all queues are less than two vehicles.

**Table 6-1: No Build - 2027 Intersection Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | |
|---|---|---|---|
| | | Weekday AM | Weekday PM |
| 1 | Prince William Parkway at Clover Hill Rd (signalized) | C | D |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A |
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A |

**Table 6-2: No Build - 2036 Intersection Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | | |
|---|---|---|---|---|
| | | Weekday AM | Weekday PM | Saturday Midday |
| 1a | **New:** Prince William Parkway at Clover Hill Rd East (signalized) | B | A | A |
| 1b | **New:** Prince William Parkway at Clover Hill Rd West (signalized) | B | B | B |
| 1c | **New:** NB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 1d | **New:** SB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | A | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A | A |
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A | A |

**Table 6-3: No Build - 2041 Intersection Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | | |
|---|---|---|---|---|
| | | Weekday AM | Weekday PM | Saturday Midday |
| 1a | **New:** Prince William Parkway at Clover Hill Rd East (signalized) | B | A | B |
| 1b | **New:** Prince William Parkway at Clover Hill Rd West (signalized) | B | B | B |
| 1c | **New:** NB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 1d | **New:** SB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | A | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A | A |
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A | A |

As discussed above, pedestrian, bicycle, and transit access is not expected to change significantly between Existing and No Build conditions. There are no expected impacts to parking in the No Build conditions, with all parking being able to be accommodated in existing on-airport lots.

# 7. Build Construction (2027)

Construction activities related to the Proposed Action would temporarily impact local traffic operations due to truck and construction worker trips to and from the Airport. These projected trips were evaluated for their short-term effects to determine the potential for impacts to the existing roadway network.

The 2027 total trip increments include construction trips plus Airport passenger and employee trips. 2027 Construction analysis includes 2027 No Build volumes, 2027 Construction trips, plus expected trips generated by commercial airline operations in 2027. Calculation of trips generated by construction and commercial airline operations are discussed in detail in **Section 4.1**. A discussion of the trip assignments throughout the roadway network is provided in **Section 4.2.**

It is anticipated that Project #s 1, 2, 4, and 5 (see **Table 4-1**) would be completed prior to 2027, and therefore roadway improvements associated with these projects were applied to the Construction analyses. As discussed earlier and presented in **Figure 4-1**, these included updating the frontage access to a one-way "in" entrance, expanding parking at the Terminal Parking Lot to all three quadrants, and constructing the Economy Parking Lot.

During construction, all unsignalized intersections would operate at acceptable LOS B or better, as shown in **Table 7-1**, and all movements would operate at acceptable LOS C or better. 95$^{th}$ percentile queues would be expected to increase from 2027 No Build conditions by less than one vehicle at all unsignalized intersections except the southeastbound approach of Harry J. Parrish Blvd at Clover Hill Rd which would increase by six vehicles[12] to 188 ft and the westbound approach of Harry J. Parrish Blvd at Wakeman Dr which would increase by three vehicles to 80 ft during the weekday PM peak hour. All unsignalized intersection queues would be accommodated within existing storage lengths.

**Table 7-1: Construction - 2027 Intersection Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | |
|---|---|---|---|
| | | Weekday AM | Weekday PM |
| 1 | Prince William Parkway at Clover Hill Rd (signalized) | D | F |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | B |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A |
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A |

Operation of the signalized intersection of Prince William Parkway and Clover Hill Road would be impacted under Construction conditions, though, any impacts would be temporary in nature. The overall

[12] 25 feet per vehicle is assumed for queue lengths

intersection would operate at acceptable LOS D during the weekday AM peak hour. The eastbound approach would operate at LOS F and the westbound approach would continue to operate at LOS E, similar to 2027 No Build conditions. The AM peak hour 95th percentile queue for the northbound left would exceed existing available storage. With signal timing adjustments during the AM peak hour including modifications to the cycle length and phase lengths, the intersection would remain LOS D, the eastbound and westbound approaches would improve to LOS E and LOS D, respectively, the northbound and southbound approaches would operate at acceptable LOS D, and the 95th percentile queue lengths for all turns would be accommodated within existing available storage.

The overall PM peak hour LOS would degrade to an LOS F, the northbound approach would operate at acceptable LOS D, and the eastbound, westbound and southbound approaches would operate at LOS F. There would be especially high delays for the eastbound and westbound through movements. However, all 95th percentile queues would be accommodated within existing available storage space. With signal timing adjustments during the PM peak hour including modifications to the cycle length and phase lengths, the intersection would remain LOS F. The eastbound approach would operate at LOS F, the westbound approach would operate at LOS D, the northbound approach would operate at LOS E, and the southbound approach would operate at LOS F. The high delays that the eastbound and westbound would have experienced would be distributed through other movements. The 95th percentile queue lengths for all turns would be accommodated within existing available storage.

Maintenance and Protection of Traffic Plans would be developed during the Design phase to help control, minimize or mitigate any potential disruptions to the traveling public during construction. It is expected that traffic operations would be monitored and any signal timing modifications implemented would be coordinated with the construction schedule to minimize impacts to the traveling public.

# 8. Build (2036 and 2041)

The Proposed Action would bring commercial service to the Airport through FAR Part 139 certification and the 16 proposed PEA Projects as discussed previously and presented in **Table 4-1**. Of these projects, Project #4 the Terminal Parking Lot Rehabilitation and Expansion, and Project #5, the Economy Parking Lot Construction, in conjunction with Project #1 the Terminal Building Expansion, would make modifications to the roadways and parking at the Airport. Roadway improvements associated with these projects are anticipated to be completed by 2026 and were therefore included in the 2036 and 2041 Build analyses.

The Build analysis includes changes to travel demand (build increments related to commercial airline operations), roadway geometry, traffic patterns, and Terminal Building Access as a result of the Proposed Action.

## 8.1. Geometric Modifications

Roadway modification would occur as a result of the Proposed Action. Project #4 would modify access to the Proposed Terminal Building and Terminal Parking lot. Access to the parking lot would be provided at the north Frontage Rd Entrance off Wakeman Dr which would be converted from two-way to one-way counterclockwise. Access would also be provided in the existing center aisle entrance at the Harry J. Parrish

Blvd and Wakeman Dr intersection. Egress from the parking lot would occur at the south end of Frontage Rd and also in the central aisle **(Figure 4-1)**.

There would also be a new Economy Parking Lot built on the west side of Wakeman Dr, to the north of the intersection with Harry J. Parrish Blvd. This lot would have two, two-way, two-lane (one in each direction) driveways along Wakeman Dr. These intersections would be stop-controlled at the driveways and free-flow on Wakeman Dr **(Figure 4-1)**. For analysis purposes, it is expected that there would be a shuttle that runs from the Economy Lot to the Terminal Frontage with a round trip every 15 minutes.

## 8.2. Traffic Operations

The Proposed Action would result in a change in traffic demand and travel patterns to the Airport. The Proposed Action has been analyzed for the 2036 full build year, as well as for 2041, the build year plus five years. The results of the traffic analysis for these scenarios are provided below.

The Proposed Action analysis consists of expected traffic generated by the Airport in 2036 and 2041 to the No Build conditions for 2036 and 2041, plus the geometric changes described above. As discussed previously, projected vehicle trips for the Airport were generated based on projected flight schedules plus employee trips. Vehicles were assigned to Study Area intersections via direct and logical routes to the Airport; Airport visitor origins and destinations were based on population within the catchment area used by the Flare Consulting Forecast, and employee/construction trips were based on employee origin and destination data from the Census Bureau.

LOS results for intersections under Proposed Action conditions in 2036 and 2041 are provided in **Table 8-1** and **Table 8-2**. All signalized and unsignalized intersections are expected to operate at overall LOS B or better during the 2036 and 2041 Proposed Action peak hours. Individual movements and approaches would operate at acceptable LOS C or better. Some 95$^{th}$ percentile queues would increase from No Build conditions, however all queues would be less than approximately four vehicles and would be accommodated within available storage.

**Table 8-1: Proposed Action - 2036 Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | | |
|---|---|---|---|---|
| | | Weekday AM | Weekday PM | Saturday Midday |
| 1a | Prince William Parkway at Clover Hill Rd East (signalized) | B | B | A |
| 1b | Prince William Parkway at Clover Hill Rd West (signalized) | B | B | B |
| 1c | NB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 1d | SB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | B | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A | A |

| | | | | |
|---|---|---|---|---|
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A | A |
| 10 | **New:** Wakeman Dr at Economy Lot South Driveway (unsignalized) | A | A | A |
| 11 | **New:** Wakeman Dr at Economy Lot North Driveway (unsignalized) | A | A | A |

**Table 8-2: Proposed Action - 2041 Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | | |
|---|---|---|---|---|
| | | Weekday AM | Weekday PM | Saturday Midday |
| 1a | Prince William Parkway at Clover Hill Rd East (signalized) | B | B | B |
| 1b | Prince William Parkway at Clover Hill Rd West (signalized) | B | B | B |
| 1c | NB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 1d | SB Prince William Parkway Merge from DDI (unsignalized) | A | A | A |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | B | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A | A |
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A | A |
| 10 | **New:** Wakeman Dr at Economy Lot South Driveway (unsignalized) | A | A | A |
| 11 | **New:** Wakeman Dr at Economy Lot North Driveway (unsignalized) | A | A | A |

## 8.1. Parking Improvements

The Proposed Action would add additional parking to the Airport property via Project #4, the Terminal Parking Lot Rehabilitation and Expansion and Project #5, the Economy Parking Lot Construction (**Figure 4-1**).

Project #4, would convert the three existing grass quadrants in the main Terminal Parking Lot to parking, expanding available spaces from 119 spaces in the northwest quadrant to a total of 529 spaces, including 11 ADA accessible parking spaces across all four quadrants. Project #5 would construct an economy parking lot along Wakeman Dr. This lot would have 647 parking spaces and a shuttle bus station. Shuttle service would likely be provided for this lot, and for the purposes of this analysis, it is expected to complete one round trip every 15 minutes between the economy lot and the main terminal frontage. Combined, there would be 1,176 parking spaces available for visitors parking at the airport, enough spaces to accommodate approximately three days of projected parked vehicles. The employee lot would remain the same as existing with 236 spaces. It is expected that all employee parking would be accommodated on Airport property. All

parking needs are expected to be accommodated by on-Airport parking, and there are therefore no significant impacts associated with projected parking.

# 9. Alternative #1 Construction (2027)

Construction activities due to Alternative #1 would temporarily impact local traffic operations due to truck and construction worker trips to and from the Airport. These projected trips were evaluated for their short-term effects to determine the potential for impacts to the existing roadway network.

2027 Construction analysis includes 2027 No Build volumes and 2027 Construction trips.

## 9.1. Alternative #1 Construction Trips and Assignments

Peak construction is expected to occur in 2027. Trips are expected to be generated by construction workers and single unit short-haul and combination short-haul trucks. The highest daily volume is estimated to reach 96 round trips per day, with 92 worker round trips (92 "ins" and 92 "outs"), and 4 truck round trips (4 "ins" and 4 "outs"). It is anticipated that both daytime and nighttime work would occur. It was assumed that 75 percent of workers would work the day shift, arriving before their 7:00 AM shift in the morning and leaving at the end of their shift after 3:00 PM, with 75 percent of truck trips and construction material deliveries spread throughout an eight-hour day. The remaining 25 percent would work an overnight shift (10:00 PM to 6:00 AM) to perform construction airside while the airport is closed. For the purpose of this analysis it was assumed that worker trips leaving the overnight shift would overlap with workers trips arriving for the day shift. Construction trips were assigned following the same methodology outlined in **Section 4.2**. It is assumed that construction workers would park in the employee parking lot.

## 9.2. Alternative #1 Construction Analysis

During construction, all unsignalized intersections would operate at acceptable LOS A, as shown in **Table 9-1**, and all movements would operate at acceptable LOS B or better. 95$^{th}$ percentile queues would be expected to increase from 2027 No Build conditions by less than one vehicle at all unsignalized intersections. All unsignalized intersection queues would be accommodated within existing storage lengths

**Table 9-1: Construction - 2027 Intersection Peak Hour Levels of Service**

| Intersection Number | Intersection | Peak Hour Intersection LOS | |
|---|---|---|---|
| | | Weekday AM | Weekday PM |
| 1 | Prince William Parkway at Clover Hill Rd (signalized) | D | D |
| 2 | Harry J. Parrish Blvd at Clover Hill Rd (unsignalized) | A | A |
| 3 | Harry J. Parrish Blvd at Wakeman Dr (unsignalized) | A | A |
| 4 | Wakeman Dr at Frontage Rd Exit (unsignalized) | A | A |
| 5 | Wakeman Dr at Frontage Rd Entrance (unsignalized) | A | A |
| 6 | Wakeman Dr at Employee Lot (unsignalized) | A | A |
| 7 | Wakeman Dr at Observation Rd (unsignalized) | A | A |
| 8 | Piper Ln at Observation Rd (unsignalized) | A | A |
| 9 | Gateway Blvd at Carolina Dr (unsignalized) | A | A |

The overall intersection LOS for the signalized intersection of Prince William Parkway and Clover Hill Road would operate at acceptable LOS D during the weekday AM and PM peak hour. The eastbound and westbound approaches would continue to operate at LOS E. The northbound and southbound approaches would continue to operate at LOS C during the AM peak hour. During the PM peak hour, the northbound approach would continue to operate at LOS C. The southbound approach would degrade from LOS D to LOS E. Queues would increase from No Build to construction, however, all 95$^{th}$ percentile queues would be accommodated within existing available storage space.

Maintenance and Protection of Traffic Plans would be developed during the Design phase to help control, minimize or mitigate any potential disruptions to the traveling public during construction. It is expected that traffic operations would be monitored and any signal timing modifications implemented would be coordinated with the construction schedule to minimize impacts to the traveling public.

# 10. Conclusion

A Traffic Impact Study was performed to determine the impacts of the Proposed Action, 16 Projects at HEF, including a Terminal Building Expansion, Terminal Parking Lot Rehabilitation and Expansion, and Economy Parking Lot Construction, to establish commercial airline operations and obtain Part 139 certification.

This Traffic Impact Study evaluated the potential traffic impacts that the Proposed Action could have on the surrounding traffic network. The report described Existing traffic operations in the vicinity of the Airport, established trip generation rates related to the Proposed Action, assigned the trips throughout the roadway network, and analyzed and evaluated Existing (2024), No Build (2027, 2036, and 2041), Construction (2027) and Build (2036 and 2041) operations. The Proposed Action would not have a significant impact on traffic operations within the Study Area.

During the peak of construction in 2027 of the Proposed Action, unsignalized intersections in the Study Area would not be impacted. The intersection of Prince William Parkway at Clover Hill Rd would experience impacts, however, those impacts would be temporary.

During the AM peak hour the intersection would operate at acceptable LOS D, however the eastbound approach would operate at LOS F, the westbound approach would operate at LOS E and the 95$^{th}$ percentile queue for the northbound left turn would exceed existing available storage. With signal timing adjustments during the AM peak hour, the intersection would remain LOS D, the eastbound and westbound approaches would improve to LOS E and LOS D, respectively, the northbound and southbound approaches would operate at acceptable LOS D, and the 95$^{th}$ percentile queue lengths for all turns would be accommodated within existing available storage.

During the PM peak period, overall LOS would degrade to a LOS F but all 95$^{th}$ percentile queues would be accommodated within existing available lane storage. With signal timing modifications, LOS would improve and queue lengths would remain within existing available storage lengths. Maintenance and Protection of Traffic Plans would be developed during the Design phase to help control, minimize or

mitigate any potential disruptions to the traveling public during construction. Traffic operations would be monitored and any signal timing modifications implemented would be coordinated with the construction schedule to minimize impacts to the traveling public.

Construction analysis was also performed for Alternative #1. Unsignalized intersections in the Study Area would not be impacted during 2027 Alternative #1 construction. Overall LOS for the intersection of Prince William Parkway at Clover Hill Rd would remain LOS D, however the southbound approach would degrade from LOS D to LOS E between No Build and construction. All 95$^{th}$ percentile queues would be accommodated within existing available lane storage. Maintenance and Protection of Traffic Plans would be developed during the Design phase to help control, minimize or mitigate any potential disruptions to the traveling public during construction. Traffic operations would be monitored and any modifications implemented would be coordinated with the construction schedule to minimize impacts to the traveling public.

# 11. Appendix

## Appendix A – Flare Consulting Forecast (Version 15)

## Prorated Forecast 2025-2051

| Enplanements (k) | Airline | Aircraft | Seats | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **0** | **585** | **788** | **843** | **974** | **1096** | **1183** | **1210** | **1238** | **1266** | **1279** | **1291** | **1304** | **1317** | **1331** | **1370** | **1409** | **1430** | **1452** | **1475** | **1497** | **1520** | **1544** | **1568** | **1592** | **1616** | **1641** |
| LLC | Jetblue | | | **0** | **531** | **632** | **620** | **689** | **723** | **734** | **751** | **768** | **785** | **793** | **801** | **809** | **817** | **825** | **849** | **873** | **887** | **901** | **914** | **928** | **943** | **957** | **972** | **987** | **1002** | **1017** |
| | | A320neo | 162 | 0 | 266 | 316 | 310 | 345 | 362 | 367 | 375 | 384 | 392 | 396 | 400 | 404 | 408 | 412 | 425 | 437 | 443 | 450 | 457 | 464 | 471 | 479 | 486 | 493 | 501 | 509 |
| | | A321neo | 200 | 0 | 266 | 316 | 310 | 345 | 362 | 367 | 375 | 384 | 392 | 396 | 400 | 404 | 408 | 412 | 425 | 437 | 443 | 450 | 457 | 464 | 471 | 479 | 486 | 493 | 501 | 509 |
| FSC | Delta | | | **0** | **54** | **113** | **149** | **182** | **233** | **277** | **283** | **290** | **297** | **300** | **303** | **306** | **309** | **312** | **321** | **330** | **335** | **340** | **345** | **351** | **356** | **362** | **367** | **373** | **379** | **384** |
| | | B737-8 | 160 | 0 | 27 | 57 | 74 | 91 | 116 | 138 | 142 | 145 | 148 | 150 | 151 | 153 | 154 | 156 | 160 | 165 | 168 | 170 | 173 | 175 | 178 | 181 | 184 | 186 | 189 | 192 |
| | | A220-100 | 109 | 0 | 27 | 57 | 74 | 91 | 116 | 138 | 142 | 145 | 148 | 150 | 151 | 153 | 154 | 156 | 160 | 165 | 168 | 170 | 173 | 175 | 178 | 181 | 184 | 186 | 189 | 192 |
| ULCC | Breeze | | | **0** | **0** | **42** | **74** | **102** | **139** | **172** | **176** | **180** | **184** | **186** | **188** | **190** | **192** | **194** | **200** | **205** | **208** | **212** | **215** | **218** | **222** | **225** | **228** | **232** | **236** | **239** |
| | | A220-300 | 126 | 0 | 0 | 42 | 74 | 102 | 139 | 172 | 176 | 180 | 184 | 186 | 188 | 190 | 192 | 194 | 200 | 205 | 208 | 212 | 215 | 218 | 222 | 225 | 228 | 232 | 236 | 239 |

| Movements (k) | Airline | Aircraft | LF | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **0.0** | **4.0** | **5.6** | **6.1** | **7.1** | **8.2** | **8.9** | **9.2** | **9.4** | **9.6** | **9.7** | **9.8** | **9.9** | **10.0** | **10.1** | **10.4** | **10.7** | **10.8** | **11.0** | **11.2** | **11.3** | **11.5** | **11.7** | **11.9** | **12.0** | **12.2** | **12.4** |
| LLC | Jetblue | | | **0.0** | **3.5** | **4.2** | **4.1** | **4.5** | **4.8** | **4.8** | **4.9** | **5.0** | **5.2** | **5.2** | **5.3** | **5.3** | **5.4** | **5.4** | **5.6** | **5.7** | **5.8** | **5.9** | **6.0** | **6.1** | **6.2** | **6.3** | **6.4** | **6.5** | **6.6** | **6.7** |
| | | A320neo | 85% | 0.0 | 1.9 | 2.3 | 2.3 | 2.5 | 2.6 | 2.7 | 2.7 | 2.8 | 2.9 | 2.9 | 2.9 | 2.9 | 3.0 | 3.0 | 3.1 | 3.2 | 3.2 | 3.3 | 3.3 | 3.4 | 3.4 | 3.5 | 3.5 | 3.6 | 3.6 | 3.7 |
| | | A321neo | 85% | 0.0 | 1.6 | 1.9 | 1.8 | 2.0 | 2.1 | 2.2 | 2.2 | 2.3 | 2.3 | 2.3 | 2.4 | 2.4 | 2.4 | 2.4 | 2.5 | 2.6 | 2.6 | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 | 2.9 | 3.0 |
| FSC | Delta | | | **0.0** | **0.5** | **1.0** | **1.3** | **1.7** | **2.1** | **2.5** | **2.6** | **2.6** | **2.7** | **2.7** | **2.7** | **2.8** | **2.8** | **2.8** | **2.9** | **3.0** | **3.0** | **3.1** | **3.1** | **3.2** | **3.2** | **3.3** | **3.3** | **3.4** | **3.4** | **3.5** |
| | | B737-8 | 85% | 0.0 | 0.2 | 0.4 | 0.5 | 0.7 | 0.9 | 1.0 | 1.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 |
| | | A220-100 | 85% | 0.0 | 0.3 | 0.6 | 0.8 | 1.0 | 1.3 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.0 | 2.1 |
| ULCC | Breeze | | | **0.0** | **0.0** | **0.4** | **0.7** | **1.0** | **1.3** | **1.6** | **1.6** | **1.7** | **1.7** | **1.7** | **1.8** | **1.8** | **1.8** | **1.8** | **1.9** | **1.9** | **1.9** | **2.0** | **2.0** | **2.0** | **2.1** | **2.1** | **2.1** | **2.2** | **2.2** | **2.2** |
| | | A220-300 | 85% | 0.0 | 0.0 | 0.4 | 0.7 | 1.0 | 1.3 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 2.1 | 2.2 | 2.2 | 2.2 |

| Daily Depatures | Airline | Aircraft | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **0** | **11** | **15** | **17** | **20** | **22** | **25** | **25** | **26** | **26** | **26** | **26** | **27** | **27** | **28** | **28** | **29** | **30** | **30** | **31** | **31** | **31** | **32** | **32** | **33** | **33** | **34** |
| LLC | Jetblue | | **0** | **10** | **11** | **11** | **12** | **13** | **13** | **14** | **14** | **14** | **14** | **14** | **15** | **15** | **15** | **15** | **16** | **16** | **16** | **16** | **17** | **17** | **17** | **18** | **18** | **18** | **18** |
| | | A320neo | 0 | 5 | 6 | 6 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 10 |
| | | A321neo | 0 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 8 | 8 | 8 |
| FSC | Delta | | **0** | **1** | **3** | **4** | **5** | **6** | **7** | **7** | **7** | **7** | **7** | **7** | **8** | **8** | **8** | **8** | **8** | **8** | **8** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **10** |
| | | B737-8 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| | | A220-100 | 0 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 |
| ULCC | Breeze | | **0** | **0** | **1** | **2** | **3** | **4** | **4** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **5** | **6** | **6** | **6** | **6** | **6** | **6** | **6** |
| | | A220-300 | 0 | 0 | 1 | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Based Aircraft | Airline | Aircraft | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **0** | **5** | **8** | **8** | **10** | **11** | **12** | **12** | **12** | **12** | **12** | **12** | **12** | **12** | **12** | **13** | **14** | **14** | **15** | **15** | **15** | **15** | **15** | **15** | **15** | **15** | **15** |
| LLC | Jetblue | | **0** | **5** | **6** | **6** | **7** | **7** | **7** | **7** | **7** | **7** | **7** | **7** | **7** | **7** | **7** | **8** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** |
| | | A320neo | 0 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| | | A321neo | 0 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| FSC | Delta | | **0** | **0** | **1** | **1** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** |
| | | B737-8 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | A220-100 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ULCC | Breeze | | **0** | **0** | **1** | **1** | **1** | **2** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** | **3** |
| | | A220-300 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |

| Weight (m lbs) | Airline | Aircraft | lbs | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **0** | **732** | **1005** | **1089** | **1265** | **1434** | **1560** | **1596** | **1632** | **1669** | **1686** | **1703** | **1720** | **1737** | **1755** | **1806** | **1858** | **1886** | **1915** | **1945** | **1974** | **2005** | **2036** | **2067** | **2099** | **2131** | **2164** |
| LLC | Jetblue | | | **0** | **653** | **778** | **763** | **848** | **890** | **903** | **924** | **945** | **966** | **975** | **985** | **995** | **1005** | **1015** | **1045** | **1075** | **1091** | **1108** | **1125** | **1142** | **1160** | **1178** | **1196** | **1214** | **1233** | **1252** |
| | | A320neo | 172000 | 0 | 332 | 395 | 387 | 431 | 452 | 458 | 469 | 479 | 490 | 495 | 500 | 505 | 510 | 515 | 530 | 546 | 554 | 562 | 571 | 580 | 589 | 598 | 607 | 616 | 626 | 635 |
| | | A321neo | 206000 | 0 | 322 | 383 | 376 | 418 | 438 | 445 | 455 | 465 | 476 | 480 | 485 | 490 | 495 | 500 | 515 | 529 | 537 | 546 | 554 | 563 | 571 | 580 | 589 | 598 | 607 | 616 |
| FSC | Delta | | | **0** | **79** | **166** | **218** | **267** | **341** | **406** | **415** | **425** | **435** | **439** | **444** | **448** | **452** | **457** | **470** | **484** | **491** | **499** | **506** | **514** | **522** | **530** | **538** | **547** | **555** | **564** |
| | | B737-8 | 194700 | 0 | 38 | 81 | 107 | 131 | 167 | 198 | 203 | 208 | 212 | 214 | 217 | 219 | 221 | 223 | 230 | 236 | 240 | 244 | 247 | 251 | 255 | 259 | 263 | 267 | 271 | 275 |
| | | A220-100 | 139000 | 0 | 40 | 85 | 112 | 137 | 175 | 208 | 212 | 217 | 222 | 225 | 227 | 229 | 232 | 234 | 241 | 248 | 251 | 255 | 259 | 263 | 267 | 271 | 275 | 280 | 284 | 288 |
| ULCC | Breeze | | | **0** | **0** | **62** | **108** | **149** | **203** | **251** | **257** | **263** | **269** | **271** | **274** | **277** | **280** | **282** | **291** | **299** | **304** | **308** | **313** | **318** | **323** | **328** | **333** | **338** | **343** | **348** |
| | | A220-300 | 156000 | 0 | 0 | 62 | 108 | 149 | 203 | 251 | 257 | 263 | 269 | 271 | 274 | 277 | 280 | 282 | 291 | 299 | 304 | 308 | 313 | 318 | 323 | 328 | 333 | 338 | 343 | 348 |

## Flight Schedule 2027

| Departure | Dep H | Arrival | Arr H | Flight Time | Airline | Aircraft | Engine | Seats | Number | DEP | ARR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MNZ | 7:45 | MCO | 10:20 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | **15** | **15** |
| MCO | 11:05 | MNZ | 13:40 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MNZ | 14:25 | MCO | 17:00 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MCO | 17:45 | MNZ | 20:20 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MNZ | 6:00 | ATL | 8:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 14:15 | MNZ | 16:15 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| MNZ | 17:00 | ATL | 19:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 19:45 | MNZ | 21:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| MNZ | 6:30 | DEN | 10:45 | 4:15 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| DEN | 11:30 | MNZ | 15:45 | 4:15 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| MNZ | 16:30 | BNA | 18:35 | 2:05 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| BNA | 19:20 | MNZ | 21:25 | 2:05 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| MNZ | 7:30 | ORD | 9:45 | 2:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| DEN | 18:30 | MNZ | 22:45 | 4:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| MNZ | 7:15 | DFW | 11:00 | 3:45 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| DFW | 11:45 | MNZ | 15:30 | 3:45 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MNZ | 16:15 | MCO | 18:50 | 2:35 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MCO | 19:35 | MNZ | 22:10 | 2:35 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MNZ | 7:00 | BOS | 8:35 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| DTW | 12:35 | MNZ | 14:20 | 1:45 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| MNZ | 15:05 | DTW | 16:50 | 1:45 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| BOS | 20:50 | MNZ | 22:25 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| MNZ | 5:45 | MIA | 8:35 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| IAH | 13:05 | MNZ | 16:40 | 3:35 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MNZ | 17:25 | MSY | 20:30 | 3:05 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MSY | 21:15 | MNZ | 0:20 | 3:05 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MNZ | 5:45 | IAH | 9:20 | 3:35 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MIA | 13:50 | MNZ | 16:40 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MNZ | 17:25 | FLL | 20:15 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| FLL | 21:00 | MNZ | 23:50 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |

## Flight Schedule 2036

| Departure | Dep H | Arrival | Arr H | Flight Time | Airline | Aircraft | Engine | Seats | Number | DEP | ARR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MNZ | 7:45 | MCO | 10:20 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | **26** | **26** |
| MNZ | 8:15 | FLL | 11:05 | 2:50 | Breeze | A220-300 | PW1524G | 126 | 2nd | | |
| MNZ | 8:30 | TPA | 11:00 | 2:30 | Breeze | A220-300 | PW1524G | 126 | 3rd | | |
| MCO | 11:05 | MNZ | 13:40 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MNZ | 14:25 | MCO | 17:00 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MCO | 17:45 | MNZ | 20:20 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| FLL | 18:25 | MNZ | 21:15 | 2:50 | Breeze | A220-300 | PW1524G | 126 | 2nd | | |
| TPA | 20:45 | MNZ | 23:15 | 2:30 | Breeze | A220-300 | PW1524G | 126 | 3rd | | |
| MNZ | 6:00 | ATL | 8:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 8:45 | MNZ | 10:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| MNZ | 11:30 | ATL | 13:30 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 14:15 | MNZ | 16:15 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| MNZ | 17:00 | ATL | 19:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 19:45 | MNZ | 21:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 6:00 | MNZ | 8:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| MNZ | 17:45 | ATL | 19:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| MNZ | 6:00 | MSP | 9:05 | 3:05 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| LGA | 13:20 | MNZ | 14:50 | 1:30 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| MNZ | 15:35 | LGA | 17:05 | 1:30 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| MSP | 21:20 | MNZ | 0:25 | 3:05 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| MNZ | 6:30 | DEN | 10:45 | 4:15 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| DEN | 11:30 | MNZ | 15:45 | 4:15 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| MNZ | 16:30 | BNA | 18:35 | 2:05 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| BNA | 19:20 | MNZ | 21:25 | 2:05 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 1st | | |
| MNZ | 7:30 | ORD | 9:45 | 2:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| ORD | 10:30 | MNZ | 12:45 | 2:15 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | Non-Based | | |
| MNZ | 13:30 | DEN | 17:45 | 4:15 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | Non-Based | | |
| DEN | 18:30 | MNZ | 22:45 | 4:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| MNZ | 7:15 | DFW | 11:00 | 3:45 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| DFW | 11:45 | MNZ | 15:30 | 3:45 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MNZ | 16:15 | MCO | 18:50 | 2:35 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MCO | 19:35 | MNZ | 22:10 | 2:35 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MNZ | 7:00 | BOS | 8:35 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| DTW | 12:35 | MNZ | 14:20 | 1:45 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| MNZ | 15:05 | DTW | 16:50 | 1:45 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| BOS | 20:50 | MNZ | 22:25 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| MNZ | 5:45 | MIA | 8:35 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| IAH | 13:05 | MNZ | 16:40 | 3:35 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MNZ | 17:25 | MSY | 20:30 | 3:05 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MSY | 21:15 | MNZ | 0:20 | 3:05 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MNZ | 5:45 | IAH | 9:20 | 3:35 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MIA | 13:50 | MNZ | 16:40 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MNZ | 17:25 | FLL | 20:15 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| FLL | 21:00 | MNZ | 23:50 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MNZ | 6:45 | AUS | 10:30 | 3:45 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| AUS | 11:15 | MNZ | 15:00 | 3:45 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| MNZ | 15:45 | BOS | 17:20 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| BOS | 18:05 | MNZ | 19:40 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| FLL | 7:00 | MNZ | 9:50 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | Non-Based | | |
| MNZ | 10:35 | FLL | 13:25 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | Non-Based | | |
| MNZ | 8:45 | DFW | 12:30 | 3:45 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| DFW | 13:15 | MNZ | 17:00 | 3:45 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |

## Flight Schedule 2041

| Departure | Dep H | Arrival | Arr H | Flight Time | Airline | Aircraft | Engine | Seats | Number | DEP | ARR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MNZ | 7:45 | MCO | 10:20 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | **29** | **29** |
| MNZ | 8:15 | FLL | 11:05 | 2:50 | Breeze | A220-300 | PW1524G | 126 | 2nd | | |
| MNZ | 8:30 | TPA | 11:00 | 2:30 | Breeze | A220-300 | PW1524G | 126 | 3rd | | |
| MCO | 11:05 | MNZ | 13:40 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MNZ | 14:25 | MCO | 17:00 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| MCO | 17:45 | MNZ | 20:20 | 2:35 | Breeze | A220-300 | PW1524G | 126 | 1st | | |
| FLL | 18:25 | MNZ | 21:15 | 2:50 | Breeze | A220-300 | PW1524G | 126 | 2nd | | |
| TPA | 20:45 | MNZ | 23:15 | 2:30 | Breeze | A220-300 | PW1524G | 126 | 3rd | | |
| MNZ | 6:00 | ATL | 8:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 8:45 | MNZ | 10:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| MNZ | 11:30 | ATL | 13:30 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 14:15 | MNZ | 16:15 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| MNZ | 17:00 | ATL | 19:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 19:45 | MNZ | 21:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | 1st | | |
| ATL | 6:00 | MNZ | 8:00 | 2:00 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| MNZ | 19:45 | ATL | 21:45 | 2:00 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| MNZ | 6:00 | MSP | 9:05 | 3:05 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| LGA | 13:20 | MNZ | 14:50 | 1:30 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| MNZ | 15:35 | LGA | 17:05 | 1:30 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| MSP | 21:20 | MNZ | 0:25 | 3:05 | Delta | B737-800 | CFM56-7B27/2 | 160 | 1st | | |
| MNZ | 6:30 | DEN | 10:45 | 4:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 1st | | |
| DEN | 11:30 | MNZ | 15:45 | 4:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 1st | | |
| MNZ | 16:30 | BNA | 18:35 | 2:05 | etblue/Avel | A321neo | PW1133G-JM | 200 | 1st | | |
| BNA | 19:20 | MNZ | 21:25 | 2:05 | etblue/Avel | A321neo | PW1133G-JM | 200 | 1st | | |
| MNZ | 7:30 | ORD | 9:45 | 2:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| ORD | 10:30 | MNZ | 12:45 | 2:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| MNZ | 13:30 | DEN | 17:45 | 4:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| DEN | 18:30 | MNZ | 22:45 | 4:15 | etblue/Avel | A321neo | PW1133G-JM | 200 | 2nd | | |
| MNZ | 7:15 | DFW | 11:00 | 3:45 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| DFW | 11:45 | MNZ | 15:30 | 3:45 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MNZ | 16:15 | MCO | 18:50 | 2:35 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MCO | 19:35 | MNZ | 22:10 | 2:35 | etblue/Avel | A321neo | PW1133G-JM | 200 | 3rd | | |
| MNZ | 7:00 | BOS | 8:35 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| DTW | 12:35 | MNZ | 14:20 | 1:45 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| MNZ | 15:05 | DTW | 16:50 | 1:45 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| BOS | 20:50 | MNZ | 22:25 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 1st | | |
| MNZ | 5:45 | MIA | 8:35 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| IAH | 13:05 | MNZ | 16:40 | 3:35 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MNZ | 17:25 | MSY | 20:30 | 3:05 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MSY | 21:15 | MNZ | 0:20 | 3:05 | Jetblue | A320neo | PW1127G-JM | 162 | 2nd | | |
| MNZ | 5:45 | IAH | 9:20 | 3:35 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MIA | 13:50 | MNZ | 16:40 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MNZ | 17:25 | FLL | 20:15 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| FLL | 21:00 | MNZ | 23:50 | 2:50 | Jetblue | A320neo | PW1127G-JM | 162 | 3rd | | |
| MNZ | 6:45 | AUS | 10:30 | 3:45 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| AUS | 11:15 | MNZ | 15:00 | 3:45 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| MNZ | 15:45 | BOS | 17:20 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| BOS | 18:05 | MNZ | 19:40 | 1:35 | Jetblue | A320neo | PW1127G-JM | 162 | 4th | | |
| MNZ | 7:00 | FLL | 9:50 | 2:50 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 4th | | |
| FLL | 10:35 | MNZ | 13:25 | 2:50 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 4th | | |
| MNZ | 8:45 | DFW | 12:30 | 3:45 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| DFW | 13:15 | MNZ | 17:00 | 3:45 | Delta | A220-100 | PW1524G | 109 | Non-Based | | |
| MNZ | 14:10 | MCO | 16:45 | 2:35 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 4th | | |
| MCO | 17:30 | MNZ | 20:05 | 2:35 | etblue/Avel | A321-200 | CFM56-5B4/P | 200 | 4th | | |
| MNZ | 6:00 | LGA | 7:30 | 1:30 | Jetblue | A320neo | PW1127G-JM | 162 | 5th | | |
| LGA | 8:15 | MNZ | 9:45 | 1:30 | Jetblue | A320neo | PW1127G-JM | 162 | 5th | | |
| MNZ | 10:30 | TPA | 13:00 | 2:30 | Jetblue | A320neo | PW1127G-JM | 162 | 5th | | |
| TPA | 20:00 | MNZ | 22:30 | 2:30 | Jetblue | A320neo | PW1127G-JM | 162 | 5th | | |

# Appendix B – 2027, 2036, and 2041 15-Minute Passenger Build Increments

**2027 15-Minute Passenger Build Increments**

| Time | IN Drop-Off/ Pickup | IN Taxi | IN Rental Car | IN Park at Airport | OUT Drop-Off/ Pickup | OUT Taxi | OUT Rental Car | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 3 | 8 | 15 | 23 |
| 12:15:00 AM | 14 | 12 | 0 | 0 | 14 | 12 | 12 | 8 | 26 | 46 | 72 |
| 12:30:00 AM | 6 | 6 | 0 | 0 | 6 | 6 | 6 | 5 | 12 | 23 | 35 |
| 12:45:00 AM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 10 | 30 | 54 | 84 |
| 1:00:00 AM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 4 | 8 | 12 |
| 1:15:00 AM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 4 | 8 | 12 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 8 | 4 | 12 |
| 4:15:00 AM | 5 | 5 | 5 | 4 | 5 | 5 | 0 | 0 | 19 | 10 | 29 |
| 4:30:00 AM | 16 | 13 | 13 | 11 | 16 | 13 | 0 | 0 | 53 | 29 | 82 |
| 4:45:00 AM | 20 | 17 | 17 | 10 | 20 | 17 | 0 | 0 | 64 | 37 | 101 |
| 5:00:00 AM | 14 | 15 | 15 | 11 | 14 | 15 | 0 | 0 | 55 | 29 | 84 |
| 5:15:00 AM | 14 | 14 | 14 | 10 | 14 | 14 | 0 | 0 | 52 | 28 | 80 |
| 5:30:00 AM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | 43 | 24 | 67 |
| 5:45:00 AM | 17 | 16 | 16 | 13 | 17 | 16 | 0 | 0 | 62 | 33 | 95 |
| 6:00:00 AM | 20 | 19 | 19 | 12 | 20 | 19 | 0 | 0 | 70 | 39 | 109 |
| 6:15:00 AM | 23 | 21 | 21 | 14 | 23 | 21 | 0 | 0 | 79 | 44 | 123 |
| 6:30:00 AM | 19 | 17 | 17 | 12 | 19 | 17 | 0 | 0 | 65 | 36 | 101 |
| 6:45:00 AM | 11 | 10 | 10 | 8 | 11 | 10 | 0 | 0 | 39 | 21 | 60 |
| 7:00:00 AM | 4 | 4 | 4 | 3 | 4 | 4 | 0 | 0 | 15 | 8 | 23 |
| 7:15:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 2 | 6 |
| 7:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 PM | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 2 | 6 |
| 12:45:00 PM | 2 | 2 | 2 | 1 | 2 | 2 | 0 | 0 | 7 | 4 | 11 |
| 1:00:00 PM | 5 | 5 | 5 | 3 | 5 | 5 | 0 | 0 | 18 | 10 | 28 |
| 1:15:00 PM | 6 | 5 | 5 | 4 | 6 | 5 | 0 | 0 | 20 | 11 | 31 |
| 1:30:00 PM | 5 | 5 | 5 | 4 | 5 | 5 | 0 | 0 | 19 | 10 | 29 |
| 1:45:00 PM | 11 | 10 | 7 | 6 | 11 | 10 | 3 | 2 | 34 | 26 | 60 |
| 2:00:00 PM | 17 | 15 | 6 | 3 | 17 | 15 | 9 | 7 | 41 | 48 | 89 |
| 2:15:00 PM | 6 | 6 | 4 | 3 | 6 | 6 | 2 | 1 | 19 | 15 | 34 |
| 2:30:00 PM | 8 | 8 | 2 | 2 | 8 | 8 | 6 | 4 | 20 | 26 | 46 |
| 2:45:00 PM | 18 | 16 | 4 | 3 | 18 | 16 | 12 | 8 | 41 | 54 | 95 |
| 3:00:00 PM | 13 | 13 | 11 | 7 | 13 | 13 | 2 | 2 | 44 | 30 | 74 |
| 3:15:00 PM | 20 | 18 | 16 | 10 | 20 | 18 | 2 | 2 | 64 | 42 | 106 |
| 3:30:00 PM | 18 | 15 | 15 | 12 | 18 | 15 | 0 | 0 | 60 | 33 | 93 |
| 3:45:00 PM | 20 | 19 | 14 | 12 | 20 | 19 | 5 | 4 | 65 | 48 | 113 |
| 4:00:00 PM | 39 | 36 | 17 | 14 | 39 | 36 | 19 | 14 | 106 | 108 | 214 |
| 4:15:00 PM | 36 | 32 | 15 | 8 | 36 | 32 | 17 | 12 | 91 | 97 | 188 |
| 4:30:00 PM | 18 | 18 | 9 | 6 | 18 | 18 | 9 | 6 | 51 | 51 | 102 |
| 4:45:00 PM | 21 | 22 | 2 | 2 | 21 | 22 | 20 | 13 | 47 | 76 | 123 |
| 5:00:00 PM | 30 | 25 | 0 | 0 | 30 | 25 | 25 | 17 | 55 | 97 | 152 |
| 5:15:00 PM | 6 | 5 | 0 | 0 | 6 | 5 | 5 | 5 | 11 | 21 | 32 |
| 5:30:00 PM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 PM | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 2 | 6 | 11 | 17 |
| 8:45:00 PM | 10 | 9 | 0 | 0 | 10 | 9 | 9 | 7 | 19 | 35 | 54 |
| 9:00:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:30:00 PM | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 4 | 10 | 19 | 29 |
| 9:45:00 PM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 10 | 30 | 54 | 84 |
| 10:00:00 PM | 6 | 6 | 0 | 0 | 6 | 6 | 6 | 4 | 12 | 22 | 34 |
| 10:15:00 PM | 16 | 17 | 0 | 0 | 16 | 17 | 17 | 11 | 33 | 61 | 94 |
| 10:30:00 PM | 22 | 19 | 0 | 0 | 22 | 19 | 19 | 14 | 41 | 74 | 115 |
| 10:45:00 PM | 19 | 16 | 0 | 0 | 19 | 16 | 16 | 11 | 35 | 62 | 97 |
| 11:00:00 PM | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 8 | 20 | 38 | 58 |
| 11:15:00 PM | 18 | 16 | 0 | 0 | 18 | 16 | 16 | 12 | 34 | 62 | 96 |
| 11:30:00 PM | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 2 | 6 | 11 | 17 |
| 11:45:00 PM | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 2 | 6 | 11 | 17 |
| | | | | | | | | | | | 3594 |

**2036 15-Minute Passenger Build Increments**

| Time | IN Drop-Off/ Pickup | IN Taxi | IN Rental Car | IN Park at Airport | OUT Drop-Off/ Pickup | OUT Taxi | OUT Rental Car | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00:00 AM | 9 | 9 | 0 | 0 | 9 | 9 | 9 | 6 | 18 | 33 | 51 |
| 12:15:00 AM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 9 | 30 | 53 | 83 |
| 12:30:00 AM | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 8 | 20 | 38 | 58 |
| 12:45:00 AM | 29 | 26 | 0 | 0 | 29 | 26 | 26 | 18 | 55 | 99 | 154 |
| 1:00:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:15:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 8 | 4 | 12 |
| 4:15:00 AM | 6 | 6 | 6 | 5 | 6 | 6 | 0 | 0 | 23 | 12 | 35 |
| 4:30:00 AM | 18 | 15 | 15 | 13 | 18 | 15 | 0 | 0 | 61 | 33 | 94 |
| 4:45:00 AM | 26 | 23 | 23 | 15 | 26 | 23 | 0 | 0 | 87 | 49 | 136 |
| 5:00:00 AM | 22 | 22 | 22 | 15 | 22 | 22 | 0 | 0 | 81 | 44 | 125 |
| 5:15:00 AM | 21 | 21 | 21 | 16 | 21 | 21 | 0 | 0 | 79 | 42 | 121 |
| 5:30:00 AM | 21 | 18 | 18 | 14 | 21 | 18 | 0 | 0 | 71 | 39 | 110 |
| 5:45:00 AM | 23 | 21 | 21 | 15 | 23 | 21 | 0 | 0 | 80 | 44 | 124 |
| 6:00:00 AM | 23 | 22 | 22 | 14 | 23 | 22 | 0 | 0 | 81 | 45 | 126 |
| 6:15:00 AM | 24 | 22 | 22 | 15 | 24 | 22 | 0 | 0 | 83 | 46 | 129 |
| 6:30:00 AM | 21 | 19 | 19 | 14 | 21 | 19 | 0 | 0 | 73 | 40 | 113 |
| 6:45:00 AM | 14 | 13 | 13 | 10 | 14 | 13 | 0 | 0 | 50 | 27 | 77 |
| 7:00:00 AM | 12 | 12 | 12 | 7 | 12 | 12 | 0 | 0 | 43 | 24 | 67 |
| 7:15:00 AM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | 43 | 24 | 67 |
| 7:30:00 AM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | 43 | 24 | 67 |
| 7:45:00 AM | 7 | 8 | 8 | 6 | 7 | 8 | 0 | 0 | 29 | 15 | 44 |
| 8:00:00 AM | 4 | 4 | 4 | 3 | 4 | 4 | 0 | 0 | 15 | 8 | 23 |
| 8:15:00 AM | 4 | 4 | 1 | 0 | 4 | 4 | 3 | 2 | 9 | 13 | 22 |
| 8:30:00 AM | 8 | 9 | 0 | 0 | 8 | 9 | 9 | 5 | 17 | 31 | 48 |
| 8:45:00 AM | 3 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | 7 | 7 | 14 |
| 9:00:00 AM | 4 | 3 | 2 | 2 | 4 | 3 | 1 | 1 | 11 | 9 | 20 |
| 9:15:00 AM | 7 | 6 | 6 | 5 | 7 | 6 | 0 | 0 | 24 | 13 | 37 |
| 9:30:00 AM | 7 | 6 | 6 | 3 | 7 | 6 | 0 | 0 | 22 | 13 | 35 |
| 9:45:00 AM | 5 | 5 | 5 | 3 | 5 | 5 | 0 | 0 | 18 | 10 | 28 |
| 10:00:00 AM | 7 | 6 | 2 | 2 | 7 | 6 | 4 | 3 | 17 | 20 | 37 |
| 10:15:00 AM | 19 | 16 | 4 | 3 | 19 | 16 | 12 | 8 | 42 | 55 | 97 |
| 10:30:00 AM | 5 | 6 | 4 | 3 | 5 | 6 | 2 | 2 | 18 | 15 | 33 |
| 10:45:00 AM | 5 | 5 | 3 | 2 | 5 | 5 | 2 | 2 | 15 | 14 | 29 |
| 11:00:00 AM | 4 | 4 | 1 | 0 | 4 | 4 | 3 | 2 | 9 | 13 | 22 |
| 11:15:00 AM | 8 | 9 | 0 | 0 | 8 | 9 | 9 | 5 | 17 | 31 | 48 |
| 11:30:00 AM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 11:45:00 AM | 3 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | 7 | 7 | 14 |
| 12:00:00 PM | 3 | 3 | 3 | 2 | 3 | 3 | 0 | 0 | 11 | 6 | 17 |
| 12:15:00 PM | 8 | 8 | 8 | 5 | 8 | 8 | 0 | 0 | 29 | 16 | 45 |
| 12:30:00 PM | 10 | 8 | 8 | 6 | 10 | 8 | 0 | 0 | 32 | 18 | 50 |
| 12:45:00 PM | 7 | 7 | 7 | 5 | 7 | 7 | 0 | 0 | 26 | 14 | 40 |
| 1:00:00 PM | 11 | 11 | 6 | 4 | 11 | 11 | 5 | 4 | 32 | 31 | 63 |
| 1:15:00 PM | 22 | 19 | 5 | 4 | 22 | 19 | 14 | 10 | 50 | 65 | 115 |
| 1:30:00 PM | 8 | 8 | 5 | 4 | 8 | 8 | 3 | 2 | 25 | 21 | 46 |
| 1:45:00 PM | 15 | 14 | 8 | 7 | 15 | 14 | 6 | 4 | 44 | 39 | 83 |
| 2:00:00 PM | 20 | 18 | 9 | 6 | 20 | 18 | 9 | 7 | 53 | 54 | 107 |
| 2:15:00 PM | 14 | 14 | 12 | 10 | 14 | 14 | 2 | 1 | 50 | 31 | 81 |
| 2:30:00 PM | 22 | 20 | 14 | 10 | 22 | 20 | 6 | 4 | 66 | 52 | 118 |
| 2:45:00 PM | 29 | 26 | 14 | 9 | 29 | 26 | 12 | 8 | 78 | 75 | 153 |
| 3:00:00 PM | 22 | 22 | 16 | 11 | 22 | 22 | 6 | 5 | 71 | 55 | 126 |
| 3:15:00 PM | 38 | 35 | 17 | 11 | 38 | 35 | 18 | 13 | 101 | 104 | 205 |
| 3:30:00 PM | 25 | 22 | 8 | 7 | 25 | 22 | 14 | 10 | 62 | 71 | 133 |
| 3:45:00 PM | 24 | 23 | 14 | 12 | 24 | 23 | 9 | 8 | 73 | 64 | 137 |
| 4:00:00 PM | 51 | 46 | 25 | 19 | 51 | 46 | 21 | 16 | 141 | 134 | 275 |
| 4:15:00 PM | 38 | 33 | 16 | 9 | 38 | 33 | 17 | 12 | 96 | 100 | 196 |
| 4:30:00 PM | 23 | 22 | 13 | 9 | 23 | 22 | 9 | 6 | 67 | 60 | 127 |
| 4:45:00 PM | 24 | 26 | 6 | 5 | 24 | 26 | 20 | 13 | 61 | 83 | 144 |
| 5:00:00 PM | 33 | 28 | 3 | 2 | 33 | 28 | 25 | 17 | 66 | 103 | 169 |
| 5:15:00 PM | 10 | 9 | 1 | 0 | 10 | 9 | 8 | 7 | 20 | 34 | 54 |
| 5:30:00 PM | 12 | 13 | 0 | 0 | 12 | 13 | 13 | 9 | 25 | 47 | 72 |
| 5:45:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 6:00:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 PM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 3 | 8 | 15 | 23 |
| 8:00:00 PM | 14 | 12 | 0 | 0 | 14 | 12 | 12 | 8 | 26 | 46 | 72 |
| 8:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 4 | 8 | 12 |
| 8:30:00 PM | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 4 | 10 | 19 | 29 |
| 8:45:00 PM | 10 | 9 | 0 | 0 | 10 | 9 | 9 | 7 | 19 | 35 | 54 |
| 9:00:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:30:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 6 | 16 | 30 | 46 |
| 9:45:00 PM | 26 | 23 | 0 | 0 | 26 | 23 | 23 | 17 | 49 | 89 | 138 |
| 10:00:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 5 | 16 | 29 | 45 |
| 10:15:00 PM | 18 | 19 | 0 | 0 | 18 | 19 | 19 | 12 | 37 | 68 | 105 |
| 10:30:00 PM | 22 | 19 | 0 | 0 | 22 | 19 | 19 | 14 | 41 | 74 | 115 |
| 10:45:00 PM | 19 | 16 | 0 | 0 | 19 | 16 | 16 | 11 | 35 | 62 | 97 |
| 11:00:00 PM | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 6 | 14 | 27 | 41 |
| 11:15:00 PM | 18 | 16 | 0 | 0 | 18 | 16 | 16 | 12 | 34 | 62 | 96 |
| 11:30:00 PM | 6 | 6 | 0 | 0 | 6 | 6 | 6 | 4 | 12 | 22 | 34 |
| 11:45:00 PM | 13 | 12 | 0 | 0 | 13 | 12 | 12 | 9 | 25 | 46 | 71 |
| | | | | | | | | | | | 5928 |

**2041** **15-Minute Passenger Build Increments**

| Time | IN Drop-Off/ Pickup | IN Taxi | IN Rental Car | IN Park at Airport | OUT Drop-Off/ Pickup | OUT Taxi | OUT Rental Car | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00:00 AM | 22 | 20 | 0 | 0 | 22 | 20 | 20 | 14 | 42 | 76 | 118 |
| 12:15:00 AM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 9 | 30 | 53 | 83 |
| 12:30:00 AM | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 8 | 20 | 38 | 58 |
| 12:45:00 AM | 29 | 26 | 0 | 0 | 29 | 26 | 26 | 18 | 55 | 99 | 154 |
| 1:00:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:15:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 8 | 4 | 12 |
| 4:15:00 AM | 7 | 7 | 7 | 6 | 7 | 7 | 0 | 0 | 27 | 14 | 41 |
| 4:30:00 AM | 20 | 17 | 17 | 15 | 20 | 17 | 0 | 0 | 69 | 37 | 106 |
| 4:45:00 AM | 33 | 29 | 29 | 20 | 33 | 29 | 0 | 0 | 111 | 62 | 173 |
| 5:00:00 AM | 26 | 25 | 25 | 16 | 26 | 25 | 0 | 0 | 92 | 51 | 143 |
| 5:15:00 AM | 25 | 25 | 25 | 19 | 25 | 25 | 0 | 0 | 94 | 50 | 144 |
| 5:30:00 AM | 24 | 21 | 21 | 16 | 24 | 21 | 0 | 0 | 82 | 45 | 127 |
| 5:45:00 AM | 35 | 33 | 33 | 23 | 35 | 33 | 0 | 0 | 124 | 68 | 192 |
| 6:00:00 AM | 33 | 30 | 30 | 20 | 33 | 30 | 0 | 0 | 113 | 63 | 176 |
| 6:15:00 AM | 29 | 27 | 27 | 19 | 29 | 27 | 0 | 0 | 102 | 56 | 158 |
| 6:30:00 AM | 22 | 20 | 20 | 15 | 22 | 20 | 0 | 0 | 77 | 42 | 119 |
| 6:45:00 AM | 14 | 13 | 13 | 10 | 14 | 13 | 0 | 0 | 50 | 27 | 77 |
| 7:00:00 AM | 12 | 12 | 12 | 7 | 12 | 12 | 0 | 0 | 43 | 24 | 67 |
| 7:15:00 AM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | 43 | 24 | 67 |
| 7:30:00 AM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | 43 | 24 | 67 |
| 7:45:00 AM | 7 | 8 | 8 | 6 | 7 | 8 | 0 | 0 | 29 | 15 | 44 |
| 8:00:00 AM | 4 | 4 | 4 | 3 | 4 | 4 | 0 | 0 | 15 | 8 | 23 |
| 8:15:00 AM | 4 | 4 | 1 | 0 | 4 | 4 | 3 | 2 | 9 | 13 | 22 |
| 8:30:00 AM | 8 | 9 | 0 | 0 | 8 | 9 | 9 | 5 | 17 | 31 | 48 |
| 8:45:00 AM | 3 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | 7 | 7 | 14 |
| 9:00:00 AM | 4 | 3 | 2 | 2 | 4 | 3 | 1 | 1 | 11 | 9 | 20 |
| 9:15:00 AM | 7 | 6 | 6 | 5 | 7 | 6 | 0 | 0 | 24 | 13 | 37 |
| 9:30:00 AM | 7 | 6 | 6 | 3 | 7 | 6 | 0 | 0 | 22 | 13 | 35 |
| 9:45:00 AM | 5 | 5 | 5 | 3 | 5 | 5 | 0 | 0 | 18 | 10 | 28 |
| 10:00:00 AM | 7 | 6 | 2 | 2 | 7 | 6 | 4 | 3 | 17 | 20 | 37 |
| 10:15:00 AM | 19 | 16 | 4 | 3 | 19 | 16 | 12 | 8 | 42 | 55 | 97 |
| 10:30:00 AM | 5 | 6 | 4 | 3 | 5 | 6 | 2 | 2 | 18 | 15 | 33 |
| 10:45:00 AM | 5 | 5 | 3 | 2 | 5 | 5 | 2 | 2 | 15 | 14 | 29 |
| 11:00:00 AM | 4 | 4 | 1 | 0 | 4 | 4 | 3 | 2 | 9 | 13 | 22 |
| 11:15:00 AM | 8 | 9 | 0 | 0 | 8 | 9 | 9 | 5 | 17 | 31 | 48 |
| 11:30:00 AM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 11:45:00 AM | 3 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | 7 | 7 | 14 |
| 12:00:00 PM | 3 | 3 | 3 | 2 | 3 | 3 | 0 | 0 | 11 | 6 | 17 |
| 12:15:00 PM | 9 | 9 | 9 | 6 | 9 | 9 | 0 | 0 | 33 | 18 | 51 |
| 12:30:00 PM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | 43 | 24 | 67 |
| 12:45:00 PM | 15 | 15 | 15 | 10 | 15 | 15 | 0 | 0 | 55 | 30 | 85 |
| 1:00:00 PM | 20 | 18 | 13 | 9 | 20 | 18 | 5 | 4 | 60 | 47 | 107 |
| 1:15:00 PM | 11 | 10 | 10 | 8 | 11 | 10 | 0 | 0 | 39 | 21 | 60 |
| 1:30:00 PM | 14 | 14 | 6 | 5 | 14 | 14 | 8 | 6 | 39 | 42 | 81 |
| 1:45:00 PM | 31 | 28 | 8 | 7 | 31 | 28 | 20 | 14 | 74 | 93 | 167 |
| 2:00:00 PM | 23 | 21 | 9 | 6 | 23 | 21 | 12 | 9 | 59 | 65 | 124 |
| 2:15:00 PM | 17 | 17 | 12 | 10 | 17 | 17 | 5 | 3 | 56 | 42 | 98 |
| 2:30:00 PM | 23 | 21 | 15 | 11 | 23 | 21 | 6 | 4 | 70 | 54 | 124 |
| 2:45:00 PM | 29 | 26 | 14 | 9 | 29 | 26 | 12 | 8 | 78 | 75 | 153 |
| 3:00:00 PM | 21 | 21 | 15 | 10 | 21 | 21 | 6 | 5 | 67 | 53 | 120 |
| 3:15:00 PM | 38 | 35 | 17 | 11 | 38 | 35 | 18 | 13 | 101 | 104 | 205 |
| 3:30:00 PM | 34 | 29 | 15 | 12 | 34 | 29 | 14 | 10 | 90 | 87 | 177 |
| 3:45:00 PM | 24 | 23 | 14 | 12 | 24 | 23 | 9 | 8 | 73 | 64 | 137 |
| 4:00:00 PM | 41 | 38 | 17 | 14 | 41 | 38 | 21 | 16 | 110 | 116 | 226 |
| 4:15:00 PM | 36 | 32 | 15 | 8 | 36 | 32 | 17 | 12 | 91 | 97 | 188 |
| 4:30:00 PM | 18 | 18 | 9 | 6 | 18 | 18 | 9 | 6 | 51 | 51 | 102 |
| 4:45:00 PM | 21 | 22 | 2 | 2 | 21 | 22 | 20 | 13 | 47 | 76 | 123 |
| 5:00:00 PM | 30 | 25 | 0 | 0 | 30 | 25 | 25 | 17 | 55 | 97 | 152 |
| 5:15:00 PM | 9 | 8 | 0 | 0 | 9 | 8 | 8 | 7 | 17 | 32 | 49 |
| 5:30:00 PM | 12 | 13 | 0 | 0 | 12 | 13 | 13 | 9 | 25 | 47 | 72 |
| 5:45:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 6:00:00 PM | 3 | 2 | 1 | 0 | 3 | 2 | 1 | 1 | 6 | 7 | 13 |
| 6:15:00 PM | 2 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 5 | 3 | 8 |
| 6:30:00 PM | 5 | 4 | 4 | 3 | 5 | 4 | 0 | 0 | 16 | 9 | 25 |
| 6:45:00 PM | 3 | 4 | 4 | 3 | 3 | 4 | 0 | 0 | 14 | 7 | 21 |
| 7:00:00 PM | 3 | 3 | 3 | 2 | 3 | 3 | 0 | 0 | 11 | 6 | 17 |
| 7:15:00 PM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 2 | 5 |
| 7:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 PM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 3 | 8 | 15 | 23 |
| 8:00:00 PM | 14 | 12 | 0 | 0 | 14 | 12 | 12 | 8 | 26 | 46 | 72 |
| 8:15:00 PM | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 6 | 14 | 27 | 41 |
| 8:30:00 PM | 21 | 19 | 0 | 0 | 21 | 19 | 19 | 14 | 40 | 73 | 113 |
| 8:45:00 PM | 13 | 12 | 0 | 0 | 13 | 12 | 12 | 9 | 25 | 46 | 71 |
| 9:00:00 PM | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 3 | 10 | 18 | 28 |
| 9:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:30:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 6 | 16 | 30 | 46 |
| 9:45:00 PM | 26 | 23 | 0 | 0 | 26 | 23 | 23 | 17 | 49 | 89 | 138 |
| 10:00:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 5 | 16 | 29 | 45 |
| 10:15:00 PM | 15 | 16 | 0 | 0 | 15 | 16 | 16 | 10 | 31 | 57 | 88 |
| 10:30:00 PM | 25 | 22 | 0 | 0 | 25 | 22 | 22 | 16 | 47 | 85 | 132 |
| 10:45:00 PM | 23 | 20 | 0 | 0 | 23 | 20 | 20 | 14 | 43 | 77 | 120 |
| 11:00:00 PM | 24 | 22 | 0 | 0 | 24 | 22 | 22 | 16 | 46 | 84 | 130 |
| 11:15:00 PM | 20 | 18 | 0 | 0 | 20 | 18 | 18 | 14 | 38 | 70 | 108 |
| 11:30:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 6 | 16 | 30 | 46 |
| 11:45:00 PM | 13 | 12 | 0 | 0 | 13 | 12 | 12 | 9 | 25 | 46 | 71 |
| | | | | | | | | | | | 6754 |

# Appendix C – 2027, 2036, and 2041 15-Minute Airport Employee Build Increments

**2027 15-Minute Airport Employee Build Increments**

| Time | IN Park at Airport | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|
| 12:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 91 | 0 | 91 | 0 | 91 |
| 3:15:00 AM | 90 | 0 | 90 | 0 | 90 |
| 3:30:00 AM | 46 | 0 | 46 | 0 | 46 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 4 | 0 | 4 | 0 | 4 |
| 4:15:00 AM | 5 | 0 | 5 | 0 | 5 |
| 4:30:00 AM | 2 | 0 | 2 | 0 | 2 |
| 4:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 AM | 5 | 0 | 5 | 0 | 5 |
| 7:15:00 AM | 5 | 0 | 5 | 0 | 5 |
| 7:30:00 AM | 3 | 0 | 3 | 0 | 3 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 AM | 4 | 6 | 4 | 6 | 10 |
| 11:15:00 AM | 9 | 5 | 9 | 5 | 14 |
| 11:30:00 AM | 7 | 3 | 7 | 3 | 10 |
| 11:45:00 AM | 3 | 0 | 3 | 0 | 3 |
| 12:00:00 PM | 0 | 4 | 0 | 4 | 4 |
| 12:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 12:30:00 PM | 0 | 2 | 0 | 2 | 2 |
| 12:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 1:00:00 PM | 85 | 85 | 85 | 85 | 170 |
| 1:15:00 PM | 85 | 85 | 85 | 85 | 170 |
| 1:30:00 PM | 42 | 43 | 42 | 43 | 85 |
| 1:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 PM | 0 | 5 | 0 | 5 | 5 |
| 3:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 3:30:00 PM | 0 | 3 | 0 | 3 | 3 |
| 3:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 7:30:00 PM | 0 | 5 | 0 | 5 | 5 |
| 7:45:00 PM | 0 | 3 | 0 | 3 | 3 |
| 8:00:00 PM | 0 | 4 | 0 | 4 | 4 |
| 8:15:00 PM | 0 | 4 | 0 | 4 | 4 |
| 8:30:00 PM | 0 | 2 | 0 | 2 | 2 |
| 8:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 PM | 0 | 85 | 0 | 85 | 85 |
| 11:15:00 PM | 0 | 85 | 0 | 85 | 85 |
| 11:30:00 PM | 0 | 42 | 0 | 42 | 42 |
| 11:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| | | | | | 972 |

**2036 15-Minute Airport Employee Build Increments**

| Time | IN Park at Airport | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|
| 12:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 91 | 0 | 91 | 0 | 91 |
| 3:15:00 AM | 90 | 0 | 90 | 0 | 90 |
| 3:30:00 AM | 46 | 0 | 46 | 0 | 46 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 8 | 0 | 8 | 0 | 8 |
| 4:15:00 AM | 7 | 0 | 7 | 0 | 7 |
| 4:30:00 AM | 4 | 0 | 4 | 0 | 4 |
| 4:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 AM | 5 | 0 | 5 | 0 | 5 |
| 7:15:00 AM | 5 | 0 | 5 | 0 | 5 |
| 7:30:00 AM | 3 | 0 | 3 | 0 | 3 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 AM | 7 | 6 | 7 | 6 | 13 |
| 11:15:00 AM | 12 | 5 | 12 | 5 | 17 |
| 11:30:00 AM | 9 | 3 | 9 | 3 | 12 |
| 11:45:00 AM | 3 | 0 | 3 | 0 | 3 |
| 12:00:00 PM | 0 | 8 | 0 | 8 | 8 |
| 12:15:00 PM | 0 | 7 | 0 | 7 | 7 |
| 12:30:00 PM | 0 | 4 | 0 | 4 | 4 |
| 12:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 1:00:00 PM | 85 | 85 | 85 | 85 | 170 |
| 1:15:00 PM | 85 | 85 | 85 | 85 | 170 |
| 1:30:00 PM | 42 | 43 | 42 | 43 | 85 |
| 1:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 PM | 0 | 5 | 0 | 5 | 5 |
| 3:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 3:30:00 PM | 0 | 3 | 0 | 3 | 3 |
| 3:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 7:30:00 PM | 0 | 5 | 0 | 5 | 5 |
| 7:45:00 PM | 0 | 3 | 0 | 3 | 3 |
| 8:00:00 PM | 0 | 7 | 0 | 7 | 7 |
| 8:15:00 PM | 0 | 7 | 0 | 7 | 7 |
| 8:30:00 PM | 0 | 4 | 0 | 4 | 4 |
| 8:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 PM | 0 | 85 | 0 | 85 | 85 |
| 11:15:00 PM | 0 | 85 | 0 | 85 | 85 |
| 11:30:00 PM | 0 | 42 | 0 | 42 | 42 |
| 11:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| | | | | | 1004 |

**2041 15-Minute Airport Employee Build Increments**

| Time | IN Park at Airport | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|
| 12:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 91 | 0 | 91 | 0 | 91 |
| 3:15:00 AM | 90 | 0 | 90 | 0 | 90 |
| 3:30:00 AM | 46 | 0 | 46 | 0 | 46 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 8 | 0 | 8 | 0 | 8 |
| 4:15:00 AM | 9 | 0 | 9 | 0 | 9 |
| 4:30:00 AM | 4 | 0 | 4 | 0 | 4 |
| 4:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 AM | 5 | 0 | 5 | 0 | 5 |
| 7:15:00 AM | 5 | 0 | 5 | 0 | 5 |
| 7:30:00 AM | 3 | 0 | 3 | 0 | 3 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 AM | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 AM | 8 | 6 | 8 | 6 | 14 |
| 11:15:00 AM | 13 | 5 | 13 | 5 | 18 |
| 11:30:00 AM | 9 | 3 | 9 | 3 | 12 |
| 11:45:00 AM | 3 | 0 | 3 | 0 | 3 |
| 12:00:00 PM | 0 | 8 | 0 | 8 | 8 |
| 12:15:00 PM | 0 | 9 | 0 | 9 | 9 |
| 12:30:00 PM | 0 | 4 | 0 | 4 | 4 |
| 12:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 1:00:00 PM | 85 | 85 | 85 | 85 | 170 |
| 1:15:00 PM | 85 | 85 | 85 | 85 | 170 |
| 1:30:00 PM | 42 | 43 | 42 | 43 | 85 |
| 1:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 PM | 0 | 5 | 0 | 5 | 5 |
| 3:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 3:30:00 PM | 0 | 3 | 0 | 3 | 3 |
| 3:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 5 | 0 | 5 | 5 |
| 7:30:00 PM | 0 | 5 | 0 | 5 | 5 |
| 7:45:00 PM | 0 | 3 | 0 | 3 | 3 |
| 8:00:00 PM | 0 | 8 | 0 | 8 | 8 |
| 8:15:00 PM | 0 | 8 | 0 | 8 | 8 |
| 8:30:00 PM | 0 | 4 | 0 | 4 | 4 |
| 8:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:15:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:30:00 PM | 0 | 0 | 0 | 0 | 0 |
| 10:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 PM | 0 | 85 | 0 | 85 | 85 |
| 11:15:00 PM | 0 | 85 | 0 | 85 | 85 |
| 11:30:00 PM | 0 | 42 | 0 | 42 | 42 |
| 11:45:00 PM | 0 | 0 | 0 | 0 | 0 |
| | | | | | 1012 |

# Appendix D – 2027, 2036, and 2041 15-Minute Total Airport Build Increments

**2027 15-Minute Airport and Construction Build Increments**

| Time | IN Drop-Off/ Pickup | IN Taxi | IN Rental Car | IN Park at Airport | OUT Drop-Off/ Pickup | OUT Taxi | OUT Rental Car | OUT Park at Airport | IN Construction Workers | OUT Construction Workers | IN Construction Trucks | OUT Construction Trucks | IN | OUT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 3 | | | 1 | 1 | 9 | 16 | 25 |
| 12:15:00 AM | 14 | 12 | 0 | 0 | 14 | 12 | 12 | 8 | | | | | 26 | 46 | 72 |
| 12:30:00 AM | 6 | 6 | 0 | 0 | 6 | 6 | 6 | 5 | | | | | 12 | 23 | 35 |
| 12:45:00 AM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 10 | | | | | 30 | 54 | 84 |
| 1:00:00 AM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | | | 1 | 1 | 5 | 9 | 14 |
| 1:15:00 AM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | | | | | 4 | 8 | 12 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 3:00:00 AM | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | | | 1 | 1 | 92 | 1 | 93 |
| 3:15:00 AM | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | | | | | 90 | 0 | 90 |
| 3:30:00 AM | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | | | | | 46 | 0 | 46 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 4:00:00 AM | 2 | 2 | 2 | 6 | 2 | 2 | 0 | 0 | | | 1 | 1 | 13 | 5 | 18 |
| 4:15:00 AM | 5 | 5 | 5 | 9 | 5 | 5 | 0 | 0 | | | | | 24 | 10 | 34 |
| 4:30:00 AM | 16 | 13 | 13 | 13 | 16 | 13 | 0 | 0 | | | | | 55 | 29 | 84 |
| 4:45:00 AM | 20 | 17 | 17 | 10 | 20 | 17 | 0 | 0 | | | | | 64 | 37 | 101 |
| 5:00:00 AM | 14 | 15 | 15 | 11 | 14 | 15 | 0 | 0 | | | 1 | 1 | 56 | 30 | 86 |
| 5:15:00 AM | 14 | 14 | 14 | 10 | 14 | 14 | 0 | 0 | | | | | 52 | 28 | 80 |
| 5:30:00 AM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 0 | | | | | 43 | 24 | 67 |
| 5:45:00 AM | 17 | 16 | 16 | 13 | 17 | 16 | 0 | 0 | | | | | 62 | 33 | 95 |
| 6:00:00 AM | 20 | 19 | 19 | 12 | 20 | 19 | 0 | 0 | | | | | 70 | 39 | 109 |
| 6:15:00 AM | 23 | 21 | 21 | 14 | 23 | 21 | 0 | 0 | | | | | 79 | 44 | 123 |
| 6:30:00 AM | 19 | 17 | 17 | 12 | 19 | 17 | 0 | 0 | 140 | 47 | | | 205 | 83 | 288 |
| 6:45:00 AM | 11 | 10 | 10 | 8 | 11 | 10 | 0 | 0 | 141 | 46 | | | 180 | 67 | 247 |
| 7:00:00 AM | 4 | 4 | 4 | 8 | 4 | 4 | 0 | 0 | | | 2 | 2 | 22 | 10 | 32 |
| 7:15:00 AM | 1 | 1 | 1 | 6 | 1 | 1 | 0 | 0 | | | 2 | 2 | 11 | 4 | 15 |
| 7:30:00 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | | 1 | 1 | 4 | 1 | 5 |
| 7:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 8:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 8:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 8:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 8:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 9:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 9:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 9:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 9:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 10:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 10:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 10:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 10:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 1 | 1 | 2 |
| 11:00:00 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 70 | | 1 | 1 | 75 | 7 | 82 |
| 11:15:00 AM | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 70 | 70 | 1 | 1 | 80 | 76 | 156 |
| 11:30:00 AM | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | | 70 | 1 | 1 | 8 | 74 | 82 |
| 11:45:00 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | | 1 | 1 | 4 | 1 | 5 |
| 12:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | 1 | 1 | 1 | 5 | 6 |
| 12:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | | 1 | 1 | 1 | 6 | 7 |
| 12:30:00 PM | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | | | 1 | 1 | 5 | 5 | 10 |
| 12:45:00 PM | 2 | 2 | 2 | 1 | 2 | 2 | 0 | 0 | | | 1 | 1 | 8 | 5 | 13 |
| 1:00:00 PM | 5 | 5 | 5 | 88 | 5 | 5 | 0 | 85 | | | 1 | 1 | 104 | 96 | 200 |
| 1:15:00 PM | 6 | 5 | 5 | 89 | 6 | 5 | 0 | 85 | | | 1 | 1 | 106 | 97 | 203 |
| 1:30:00 PM | 5 | 5 | 5 | 46 | 5 | 5 | 0 | 43 | | | 1 | 1 | 62 | 54 | 116 |
| 1:45:00 PM | 11 | 10 | 7 | 6 | 11 | 10 | 3 | 2 | | | 1 | 1 | 35 | 27 | 62 |
| 2:00:00 PM | 17 | 15 | 6 | 3 | 17 | 15 | 9 | 7 | | | 1 | 1 | 42 | 49 | 91 |
| 2:15:00 PM | 6 | 6 | 4 | 3 | 6 | 6 | 2 | 1 | | | 1 | 1 | 20 | 16 | 36 |
| 2:30:00 PM | 8 | 8 | 2 | 2 | 8 | 8 | 6 | 4 | | | | | 20 | 26 | 46 |
| 2:45:00 PM | 18 | 16 | 4 | 3 | 18 | 16 | 12 | 8 | | | | | 41 | 54 | 95 |
| 3:00:00 PM | 13 | 13 | 11 | 7 | 13 | 13 | 2 | 7 | | 141 | | | 44 | 176 | 220 |
| 3:15:00 PM | 20 | 18 | 16 | 10 | 20 | 18 | 2 | 7 | | 140 | | | 64 | 187 | 251 |
| 3:30:00 PM | 18 | 15 | 15 | 12 | 18 | 15 | 0 | 3 | | | | | 60 | 36 | 96 |
| 3:45:00 PM | 20 | 19 | 14 | 12 | 20 | 19 | 5 | 4 | | | | | 65 | 48 | 113 |
| 4:00:00 PM | 39 | 36 | 17 | 14 | 39 | 36 | 19 | 14 | | | | | 106 | 108 | 214 |
| 4:15:00 PM | 36 | 32 | 15 | 8 | 36 | 32 | 17 | 12 | | | | | 91 | 97 | 188 |
| 4:30:00 PM | 18 | 18 | 9 | 6 | 18 | 18 | 9 | 6 | | | | | 51 | 51 | 102 |
| 4:45:00 PM | 21 | 22 | 2 | 2 | 21 | 22 | 20 | 13 | | | | | 47 | 76 | 123 |
| 5:00:00 PM | 30 | 25 | 0 | 0 | 30 | 25 | 25 | 17 | | | | | 55 | 97 | 152 |
| 5:15:00 PM | 6 | 5 | 0 | 0 | 6 | 5 | 5 | 5 | | | | | 11 | 21 | 32 |
| 5:30:00 PM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | | | | | 8 | 16 | 24 |
| 5:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 6:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | | | | 0 | 5 | 5 |
| 7:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | | | | 0 | 5 | 5 |
| 7:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | 0 | 3 | 3 |
| 8:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | | 0 | 4 | 4 |
| 8:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | | 0 | 4 | 4 |
| 8:30:00 PM | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 4 | | | | | 6 | 13 | 19 |
| 8:45:00 PM | 10 | 9 | 0 | 0 | 10 | 9 | 9 | 7 | | | | | 19 | 35 | 54 |
| 9:00:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | | | | | 4 | 7 | 11 |
| 9:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | | | | | 4 | 7 | 11 |
| 9:30:00 PM | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 4 | 46 | | | | 56 | 19 | 75 |
| 9:45:00 PM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 10 | 47 | | | | 77 | 54 | 131 |
| 10:00:00 PM | 6 | 6 | 0 | 0 | 6 | 6 | 6 | 4 | | | 1 | 1 | 13 | 23 | 36 |
| 10:15:00 PM | 16 | 17 | 0 | 0 | 16 | 17 | 17 | 11 | | | | | 33 | 61 | 94 |
| 10:30:00 PM | 22 | 19 | 0 | 0 | 22 | 19 | 19 | 14 | | | 1 | 1 | 42 | 75 | 117 |
| 10:45:00 PM | 19 | 16 | 0 | 0 | 19 | 16 | 16 | 11 | | | | | 35 | 62 | 97 |
| 11:00:00 PM | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 93 | | | 1 | 1 | 21 | 124 | 145 |
| 11:15:00 PM | 18 | 16 | 0 | 0 | 18 | 16 | 16 | 97 | | | | | 34 | 147 | 181 |
| 11:30:00 PM | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 44 | | | 1 | 1 | 7 | 54 | 61 |
| 11:45:00 PM | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 2 | | | | | 6 | 11 | 17 |
| | | | | | | | | | 514 | 514 | 42 | 42 | | | 5678 |

**2036 15-Minute Build Increments**

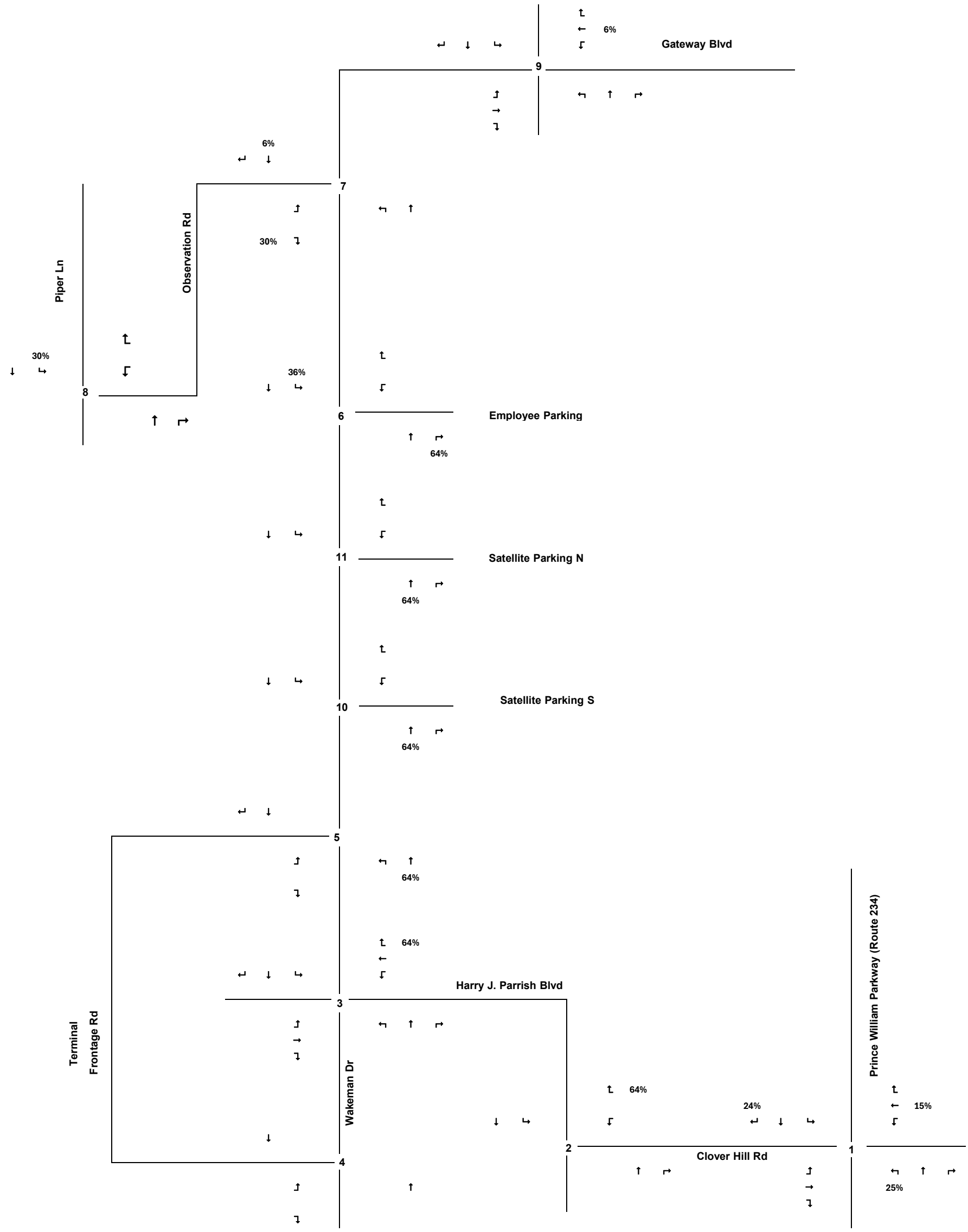
| Time | IN Drop-Off/ Pickup | IN Taxi | IN Rental Car | IN Park at Airport | OUT Drop-Off/ Pickup | OUT Taxi | OUT Rental Car | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00:00 AM | 9 | 9 | 0 | 0 | 9 | 9 | 9 | 6 | 18 | 33 | 51 |
| 12:15:00 AM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 9 | 30 | 53 | 83 |
| 12:30:00 AM | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 8 | 20 | 38 | 58 |
| 12:45:00 AM | 29 | 26 | 0 | 0 | 29 | 26 | 26 | 18 | 55 | 99 | 154 |
| 1:00:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:15:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 91 | 0 | 91 |
| 3:15:00 AM | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 90 | 0 | 90 |
| 3:30:00 AM | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 46 | 0 | 46 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 2 | 2 | 2 | 10 | 2 | 2 | 0 | 0 | 16 | 4 | 20 |
| 4:15:00 AM | 6 | 6 | 6 | 12 | 6 | 6 | 0 | 0 | 30 | 12 | 42 |
| 4:30:00 AM | 18 | 15 | 15 | 17 | 18 | 15 | 0 | 0 | 65 | 33 | 98 |
| 4:45:00 AM | 26 | 23 | 23 | 15 | 26 | 23 | 0 | 0 | 87 | 49 | 136 |
| 5:00:00 AM | 22 | 22 | 22 | 15 | 22 | 22 | 0 | 0 | 81 | 44 | 125 |
| 5:15:00 AM | 21 | 21 | 21 | 16 | 21 | 21 | 0 | 0 | 79 | 42 | 121 |
| 5:30:00 AM | 21 | 18 | 18 | 14 | 21 | 18 | 0 | 0 | 71 | 39 | 110 |
| 5:45:00 AM | 23 | 21 | 21 | 15 | 23 | 21 | 0 | 0 | 80 | 44 | 124 |
| 6:00:00 AM | 23 | 22 | 22 | 14 | 23 | 22 | 0 | 0 | 81 | 45 | 126 |
| 6:15:00 AM | 24 | 22 | 22 | 15 | 24 | 22 | 0 | 0 | 83 | 46 | 129 |
| 6:30:00 AM | 21 | 19 | 19 | 14 | 21 | 19 | 0 | 0 | 73 | 40 | 113 |
| 6:45:00 AM | 14 | 13 | 13 | 10 | 14 | 13 | 0 | 0 | 50 | 27 | 77 |
| 7:00:00 AM | 12 | 12 | 12 | 12 | 12 | 12 | 0 | 0 | 48 | 24 | 72 |
| 7:15:00 AM | 13 | 11 | 11 | 13 | 13 | 11 | 0 | 0 | 48 | 24 | 72 |
| 7:30:00 AM | 13 | 11 | 11 | 11 | 13 | 11 | 0 | 0 | 46 | 24 | 70 |
| 7:45:00 AM | 7 | 8 | 8 | 6 | 7 | 8 | 0 | 0 | 29 | 15 | 44 |
| 8:00:00 AM | 4 | 4 | 4 | 3 | 4 | 4 | 0 | 0 | 15 | 8 | 23 |
| 8:15:00 AM | 4 | 4 | 1 | 0 | 4 | 4 | 3 | 2 | 9 | 13 | 22 |
| 8:30:00 AM | 8 | 9 | 0 | 0 | 8 | 9 | 9 | 5 | 17 | 31 | 48 |
| 8:45:00 AM | 3 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | 7 | 7 | 14 |
| 9:00:00 AM | 4 | 3 | 2 | 2 | 4 | 3 | 1 | 1 | 11 | 9 | 20 |
| 9:15:00 AM | 7 | 6 | 6 | 5 | 7 | 6 | 0 | 0 | 24 | 13 | 37 |
| 9:30:00 AM | 7 | 6 | 6 | 3 | 7 | 6 | 0 | 0 | 22 | 13 | 35 |
| 9:45:00 AM | 5 | 5 | 5 | 3 | 5 | 5 | 0 | 0 | 18 | 10 | 28 |
| 10:00:00 AM | 7 | 6 | 2 | 2 | 7 | 6 | 4 | 3 | 17 | 20 | 37 |
| 10:15:00 AM | 19 | 16 | 4 | 3 | 19 | 16 | 12 | 8 | 42 | 55 | 97 |
| 10:30:00 AM | 5 | 6 | 4 | 3 | 5 | 6 | 2 | 2 | 18 | 15 | 33 |
| 10:45:00 AM | 5 | 5 | 3 | 2 | 5 | 5 | 2 | 2 | 15 | 14 | 29 |
| 11:00:00 AM | 4 | 4 | 1 | 7 | 4 | 4 | 3 | 8 | 16 | 19 | 35 |
| 11:15:00 AM | 8 | 9 | 0 | 12 | 8 | 9 | 9 | 10 | 29 | 36 | 65 |
| 11:30:00 AM | 2 | 1 | 0 | 9 | 2 | 1 | 1 | 4 | 12 | 8 | 20 |
| 11:45:00 AM | 3 | 2 | 1 | 4 | 3 | 2 | 1 | 1 | 10 | 7 | 17 |
| 12:00:00 PM | 3 | 3 | 3 | 2 | 3 | 3 | 0 | 8 | 11 | 14 | 25 |
| 12:15:00 PM | 8 | 8 | 8 | 5 | 8 | 8 | 0 | 7 | 29 | 23 | 52 |
| 12:30:00 PM | 10 | 8 | 8 | 6 | 10 | 8 | 0 | 4 | 32 | 22 | 54 |
| 12:45:00 PM | 7 | 7 | 7 | 5 | 7 | 7 | 0 | 0 | 26 | 14 | 40 |
| 1:00:00 PM | 11 | 11 | 6 | 89 | 11 | 11 | 5 | 89 | 117 | 116 | 233 |
| 1:15:00 PM | 22 | 19 | 5 | 89 | 22 | 19 | 14 | 95 | 135 | 150 | 285 |
| 1:30:00 PM | 8 | 8 | 5 | 46 | 8 | 8 | 3 | 45 | 67 | 64 | 131 |
| 1:45:00 PM | 15 | 14 | 8 | 7 | 15 | 14 | 6 | 4 | 44 | 39 | 83 |
| 2:00:00 PM | 20 | 18 | 9 | 6 | 20 | 18 | 9 | 7 | 53 | 54 | 107 |
| 2:15:00 PM | 14 | 14 | 12 | 10 | 14 | 14 | 2 | 1 | 50 | 31 | 81 |
| 2:30:00 PM | 22 | 20 | 14 | 10 | 22 | 20 | 6 | 4 | 66 | 52 | 118 |
| 2:45:00 PM | 29 | 26 | 14 | 9 | 29 | 26 | 12 | 8 | 78 | 75 | 153 |
| 3:00:00 PM | 22 | 22 | 16 | 11 | 22 | 22 | 6 | 10 | 71 | 60 | 131 |
| 3:15:00 PM | 38 | 35 | 17 | 11 | 38 | 35 | 18 | 18 | 101 | 109 | 210 |
| 3:30:00 PM | 25 | 22 | 8 | 7 | 25 | 22 | 14 | 13 | 62 | 74 | 136 |
| 3:45:00 PM | 24 | 23 | 14 | 12 | 24 | 23 | 9 | 8 | 73 | 64 | 137 |
| 4:00:00 PM | 51 | 46 | 25 | 19 | 51 | 46 | 21 | 16 | 141 | 134 | 275 |
| 4:15:00 PM | 38 | 33 | 16 | 9 | 38 | 33 | 17 | 12 | 96 | 100 | 196 |
| 4:30:00 PM | 23 | 22 | 13 | 9 | 23 | 22 | 9 | 6 | 67 | 60 | 127 |
| 4:45:00 PM | 24 | 26 | 6 | 5 | 24 | 26 | 20 | 13 | 61 | 83 | 144 |
| 5:00:00 PM | 33 | 28 | 3 | 2 | 33 | 28 | 25 | 17 | 66 | 103 | 169 |
| 5:15:00 PM | 10 | 9 | 1 | 0 | 10 | 9 | 8 | 7 | 20 | 34 | 54 |
| 5:30:00 PM | 12 | 13 | 0 | 0 | 12 | 13 | 13 | 9 | 25 | 47 | 72 |
| 5:45:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 6:00:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 6:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| 7:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| 7:45:00 PM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 6 | 8 | 18 | 26 |
| 8:00:00 PM | 14 | 12 | 0 | 0 | 14 | 12 | 12 | 15 | 26 | 53 | 79 |
| 8:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 9 | 4 | 15 | 19 |
| 8:30:00 PM | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 8 | 10 | 23 | 33 |
| 8:45:00 PM | 10 | 9 | 0 | 0 | 10 | 9 | 9 | 7 | 19 | 35 | 54 |
| 9:00:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:30:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 6 | 16 | 30 | 46 |
| 9:45:00 PM | 26 | 23 | 0 | 0 | 26 | 23 | 23 | 17 | 49 | 89 | 138 |
| 10:00:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 5 | 16 | 29 | 45 |
| 10:15:00 PM | 18 | 19 | 0 | 0 | 18 | 19 | 19 | 12 | 37 | 68 | 105 |
| 10:30:00 PM | 22 | 19 | 0 | 0 | 22 | 19 | 19 | 14 | 41 | 74 | 115 |
| 10:45:00 PM | 19 | 16 | 0 | 0 | 19 | 16 | 16 | 11 | 35 | 62 | 97 |
| 11:00:00 PM | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 91 | 14 | 112 | 126 |
| 11:15:00 PM | 18 | 16 | 0 | 0 | 18 | 16 | 16 | 97 | 34 | 147 | 181 |
| 11:30:00 PM | 6 | 6 | 0 | 0 | 6 | 6 | 6 | 46 | 12 | 64 | 76 |
| 11:45:00 PM | 13 | 12 | 0 | 0 | 13 | 12 | 12 | 9 | 25 | 46 | 71 |
| | | | | | | | | | | | 6932 |

**2041 15-Minute Build Increments**

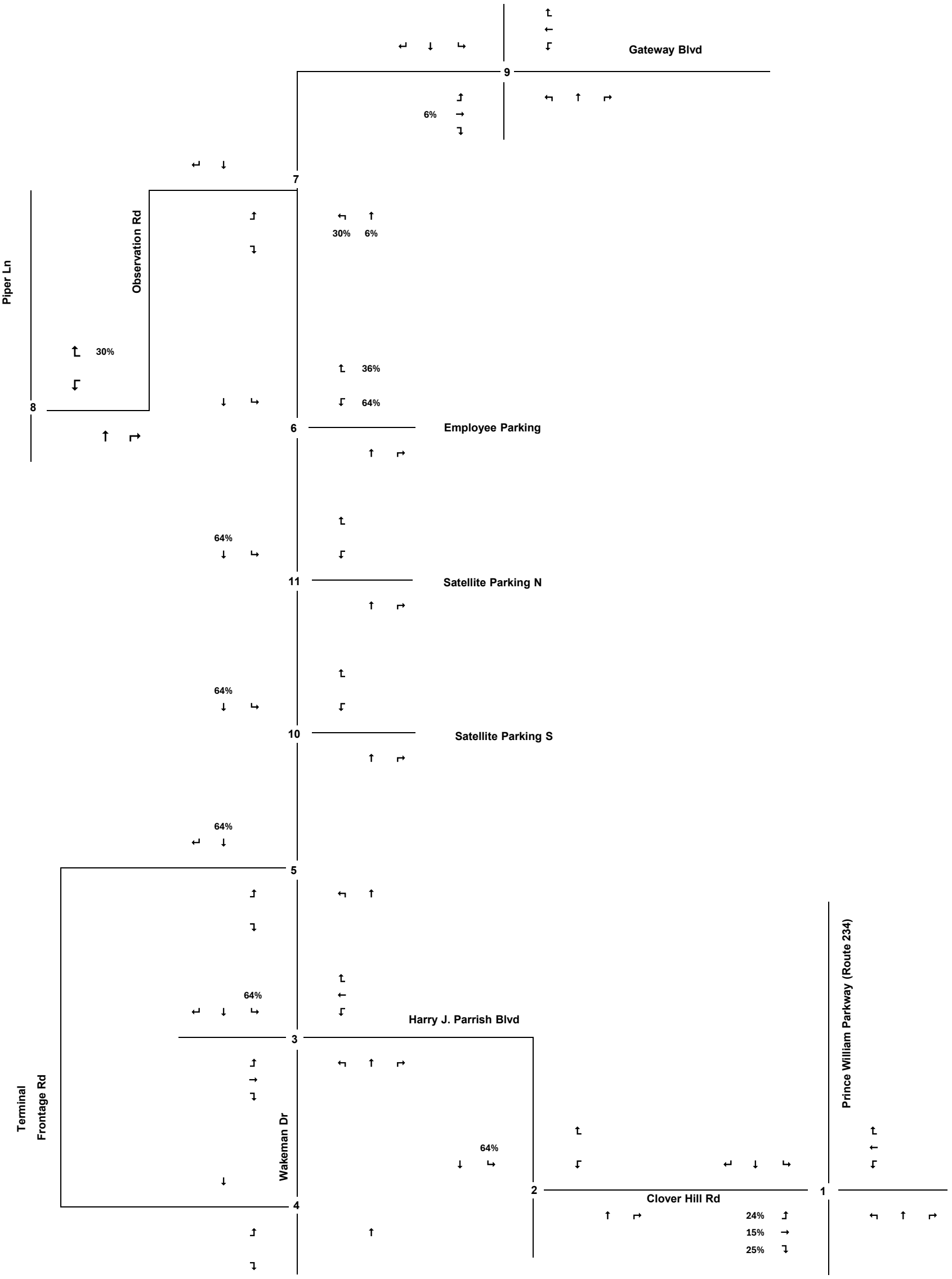
| Time | IN Drop-Off/ Pickup | IN Taxi | IN Rental Car | IN Park at Airport | OUT Drop-Off/ Pickup | OUT Taxi | OUT Rental Car | OUT Park at Airport | IN | OUT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00:00 AM | 22 | 20 | 0 | 0 | 22 | 20 | 20 | 14 | 42 | 76 | 118 |
| 12:15:00 AM | 16 | 14 | 0 | 0 | 16 | 14 | 14 | 9 | 30 | 53 | 83 |
| 12:30:00 AM | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 8 | 20 | 38 | 58 |
| 12:45:00 AM | 29 | 26 | 0 | 0 | 29 | 26 | 26 | 18 | 55 | 99 | 154 |
| 1:00:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:15:00 AM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 4 | 8 | 16 | 24 |
| 1:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00:00 AM | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 91 | 0 | 91 |
| 3:15:00 AM | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 90 | 0 | 90 |
| 3:30:00 AM | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 46 | 0 | 46 |
| 3:45:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00:00 AM | 2 | 2 | 2 | 10 | 2 | 2 | 0 | 0 | 16 | 4 | 20 |
| 4:15:00 AM | 7 | 7 | 7 | 15 | 7 | 7 | 0 | 0 | 36 | 14 | 50 |
| 4:30:00 AM | 20 | 17 | 17 | 19 | 20 | 17 | 0 | 0 | 73 | 37 | 110 |
| 4:45:00 AM | 33 | 29 | 29 | 20 | 33 | 29 | 0 | 0 | 111 | 62 | 173 |
| 5:00:00 AM | 26 | 25 | 25 | 16 | 26 | 25 | 0 | 0 | 92 | 51 | 143 |
| 5:15:00 AM | 25 | 25 | 25 | 19 | 25 | 25 | 0 | 0 | 94 | 50 | 144 |
| 5:30:00 AM | 24 | 21 | 21 | 16 | 24 | 21 | 0 | 0 | 82 | 45 | 127 |
| 5:45:00 AM | 35 | 33 | 33 | 23 | 35 | 33 | 0 | 0 | 124 | 68 | 192 |
| 6:00:00 AM | 33 | 30 | 30 | 20 | 33 | 30 | 0 | 0 | 113 | 63 | 176 |
| 6:15:00 AM | 29 | 27 | 27 | 19 | 29 | 27 | 0 | 0 | 102 | 56 | 158 |
| 6:30:00 AM | 22 | 20 | 20 | 15 | 22 | 20 | 0 | 0 | 77 | 42 | 119 |
| 6:45:00 AM | 14 | 13 | 13 | 10 | 14 | 13 | 0 | 0 | 50 | 27 | 77 |
| 7:00:00 AM | 12 | 12 | 12 | 12 | 12 | 12 | 0 | 0 | 48 | 24 | 72 |
| 7:15:00 AM | 13 | 11 | 11 | 13 | 13 | 11 | 0 | 0 | 48 | 24 | 72 |
| 7:30:00 AM | 13 | 11 | 11 | 11 | 13 | 11 | 0 | 0 | 46 | 24 | 70 |
| 7:45:00 AM | 7 | 8 | 8 | 6 | 7 | 8 | 0 | 0 | 29 | 15 | 44 |
| 8:00:00 AM | 4 | 4 | 4 | 3 | 4 | 4 | 0 | 0 | 15 | 8 | 23 |
| 8:15:00 AM | 4 | 4 | 1 | 0 | 4 | 4 | 3 | 2 | 9 | 13 | 22 |
| 8:30:00 AM | 8 | 9 | 0 | 0 | 8 | 9 | 9 | 5 | 17 | 31 | 48 |
| 8:45:00 AM | 3 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | 7 | 7 | 14 |
| 9:00:00 AM | 4 | 3 | 2 | 2 | 4 | 3 | 1 | 1 | 11 | 9 | 20 |
| 9:15:00 AM | 7 | 6 | 6 | 5 | 7 | 6 | 0 | 0 | 24 | 13 | 37 |
| 9:30:00 AM | 7 | 6 | 6 | 3 | 7 | 6 | 0 | 0 | 22 | 13 | 35 |
| 9:45:00 AM | 5 | 5 | 5 | 3 | 5 | 5 | 0 | 0 | 18 | 10 | 28 |
| 10:00:00 AM | 7 | 6 | 2 | 2 | 7 | 6 | 4 | 3 | 17 | 20 | 37 |
| 10:15:00 AM | 19 | 16 | 4 | 3 | 19 | 16 | 12 | 8 | 42 | 55 | 97 |
| 10:30:00 AM | 5 | 6 | 4 | 3 | 5 | 6 | 2 | 2 | 18 | 15 | 33 |
| 10:45:00 AM | 5 | 5 | 3 | 2 | 5 | 5 | 2 | 2 | 15 | 14 | 29 |
| 11:00:00 AM | 4 | 4 | 1 | 8 | 4 | 4 | 3 | 8 | 17 | 19 | 36 |
| 11:15:00 AM | 8 | 9 | 0 | 13 | 8 | 9 | 9 | 10 | 30 | 36 | 66 |
| 11:30:00 AM | 2 | 1 | 0 | 9 | 2 | 1 | 1 | 4 | 12 | 8 | 20 |
| 11:45:00 AM | 3 | 2 | 1 | 4 | 3 | 2 | 1 | 1 | 10 | 7 | 17 |
| 12:00:00 PM | 3 | 3 | 3 | 2 | 3 | 3 | 0 | 8 | 11 | 14 | 25 |
| 12:15:00 PM | 9 | 9 | 9 | 6 | 9 | 9 | 0 | 9 | 33 | 27 | 60 |
| 12:30:00 PM | 13 | 11 | 11 | 8 | 13 | 11 | 0 | 4 | 43 | 28 | 71 |
| 12:45:00 PM | 15 | 15 | 15 | 10 | 15 | 15 | 0 | 0 | 55 | 30 | 85 |
| 1:00:00 PM | 20 | 18 | 13 | 94 | 20 | 18 | 5 | 89 | 145 | 132 | 277 |
| 1:15:00 PM | 11 | 10 | 10 | 93 | 11 | 10 | 0 | 85 | 124 | 106 | 230 |
| 1:30:00 PM | 14 | 14 | 6 | 47 | 14 | 14 | 8 | 49 | 81 | 85 | 166 |
| 1:45:00 PM | 31 | 28 | 8 | 7 | 31 | 28 | 20 | 14 | 74 | 93 | 167 |
| 2:00:00 PM | 23 | 21 | 9 | 6 | 23 | 21 | 12 | 9 | 59 | 65 | 124 |
| 2:15:00 PM | 17 | 17 | 12 | 10 | 17 | 17 | 5 | 3 | 56 | 42 | 98 |
| 2:30:00 PM | 23 | 21 | 15 | 11 | 23 | 21 | 6 | 4 | 70 | 54 | 124 |
| 2:45:00 PM | 29 | 26 | 14 | 9 | 29 | 26 | 12 | 8 | 78 | 75 | 153 |
| 3:00:00 PM | 21 | 21 | 15 | 10 | 21 | 21 | 6 | 10 | 67 | 58 | 125 |
| 3:15:00 PM | 38 | 35 | 17 | 11 | 38 | 35 | 18 | 18 | 101 | 109 | 210 |
| 3:30:00 PM | 34 | 29 | 15 | 12 | 34 | 29 | 14 | 13 | 90 | 90 | 180 |
| 3:45:00 PM | 24 | 23 | 14 | 12 | 24 | 23 | 9 | 8 | 73 | 64 | 137 |
| 4:00:00 PM | 41 | 38 | 17 | 14 | 41 | 38 | 21 | 16 | 110 | 116 | 226 |
| 4:15:00 PM | 36 | 32 | 15 | 8 | 36 | 32 | 17 | 12 | 91 | 97 | 188 |
| 4:30:00 PM | 18 | 18 | 9 | 6 | 18 | 18 | 9 | 6 | 51 | 51 | 102 |
| 4:45:00 PM | 21 | 22 | 2 | 2 | 21 | 22 | 20 | 13 | 47 | 76 | 123 |
| 5:00:00 PM | 30 | 25 | 0 | 0 | 30 | 25 | 25 | 17 | 55 | 97 | 152 |
| 5:15:00 PM | 9 | 8 | 0 | 0 | 9 | 8 | 8 | 7 | 17 | 32 | 49 |
| 5:30:00 PM | 12 | 13 | 0 | 0 | 12 | 13 | 13 | 9 | 25 | 47 | 72 |
| 5:45:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 5 | 8 |
| 6:00:00 PM | 3 | 2 | 1 | 0 | 3 | 2 | 1 | 1 | 6 | 7 | 13 |
| 6:15:00 PM | 2 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 5 | 3 | 8 |
| 6:30:00 PM | 5 | 4 | 4 | 3 | 5 | 4 | 0 | 0 | 16 | 9 | 25 |
| 6:45:00 PM | 3 | 4 | 4 | 3 | 3 | 4 | 0 | 0 | 14 | 7 | 21 |
| 7:00:00 PM | 3 | 3 | 3 | 2 | 3 | 3 | 0 | 0 | 11 | 6 | 17 |
| 7:15:00 PM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 5 | 3 | 7 | 10 |
| 7:30:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| 7:45:00 PM | 4 | 4 | 0 | 0 | 4 | 4 | 4 | 6 | 8 | 18 | 26 |
| 8:00:00 PM | 14 | 12 | 0 | 0 | 14 | 12 | 12 | 16 | 26 | 54 | 80 |
| 8:15:00 PM | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 14 | 14 | 35 | 49 |
| 8:30:00 PM | 21 | 19 | 0 | 0 | 21 | 19 | 19 | 18 | 40 | 77 | 117 |
| 8:45:00 PM | 13 | 12 | 0 | 0 | 13 | 12 | 12 | 9 | 25 | 46 | 71 |
| 9:00:00 PM | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 3 | 10 | 18 | 28 |
| 9:15:00 PM | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 7 | 11 |
| 9:30:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 6 | 16 | 30 | 46 |
| 9:45:00 PM | 26 | 23 | 0 | 0 | 26 | 23 | 23 | 17 | 49 | 89 | 138 |
| 10:00:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 5 | 16 | 29 | 45 |
| 10:15:00 PM | 15 | 16 | 0 | 0 | 15 | 16 | 16 | 10 | 31 | 57 | 88 |
| 10:30:00 PM | 25 | 22 | 0 | 0 | 25 | 22 | 22 | 16 | 47 | 85 | 132 |
| 10:45:00 PM | 23 | 20 | 0 | 0 | 23 | 20 | 20 | 14 | 43 | 77 | 120 |
| 11:00:00 PM | 24 | 22 | 0 | 0 | 24 | 22 | 22 | 101 | 46 | 169 | 215 |
| 11:15:00 PM | 20 | 18 | 0 | 0 | 20 | 18 | 18 | 99 | 38 | 155 | 193 |
| 11:30:00 PM | 8 | 8 | 0 | 0 | 8 | 8 | 8 | 48 | 16 | 72 | 88 |
| 11:45:00 PM | 13 | 12 | 0 | 0 | 13 | 12 | 12 | 9 | 25 | 46 | 71 |
| | | | | | | | | | | | 7766 |

## Appendix E – Trip Assignment Percentage Maps

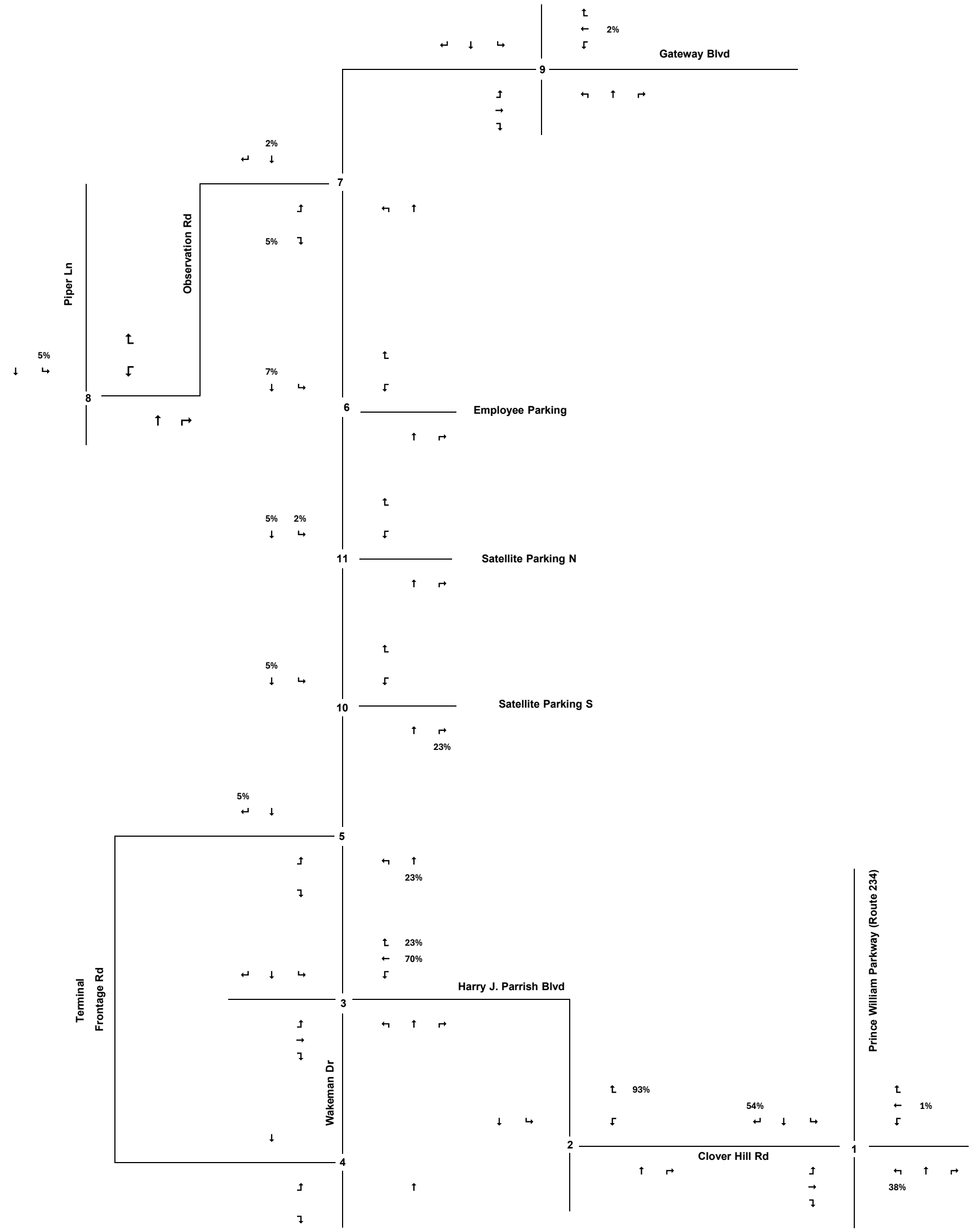
**Assignment Percentages**
**Employees In**



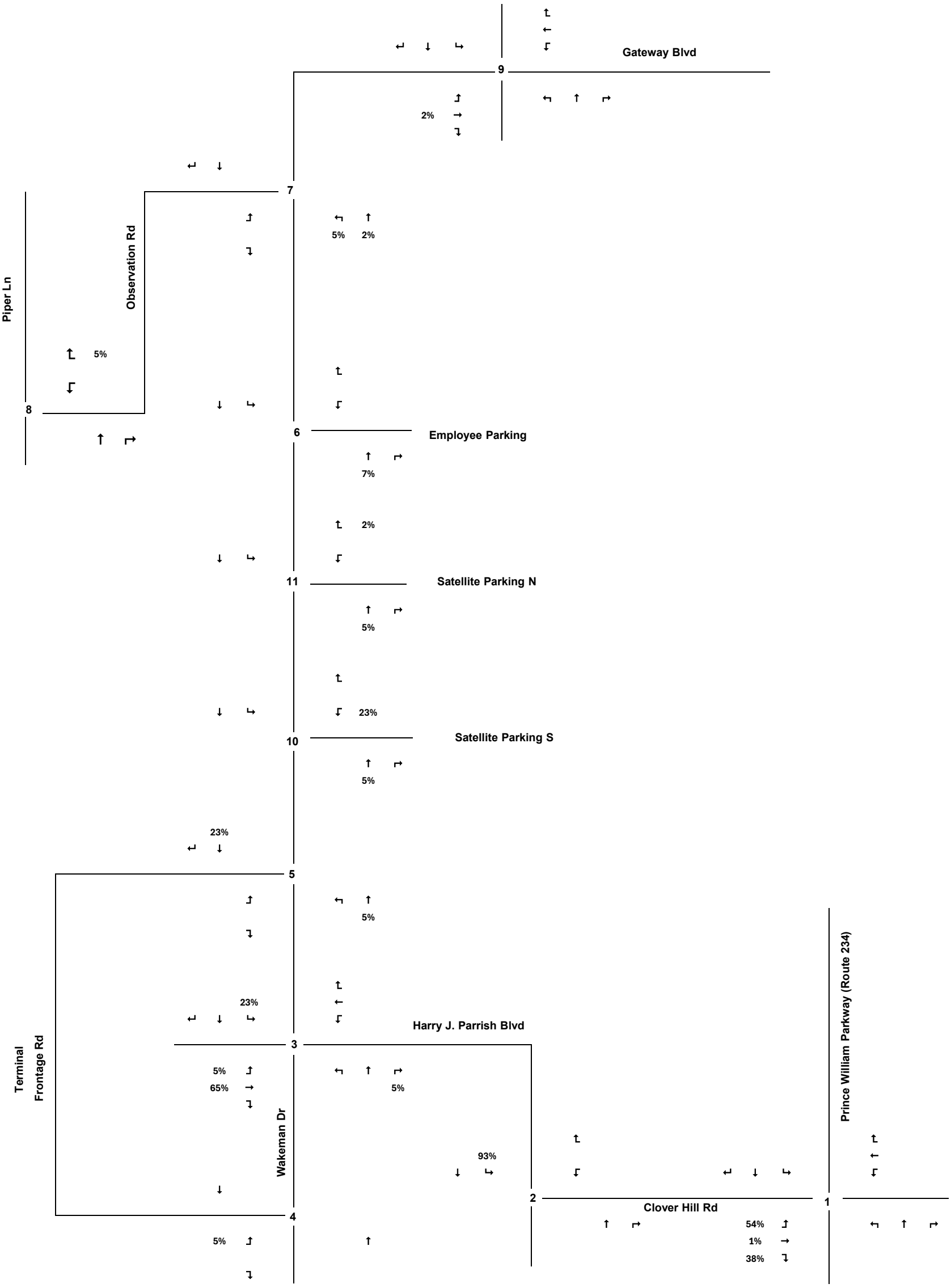
**Assignment Percentages**
**Employees Out**



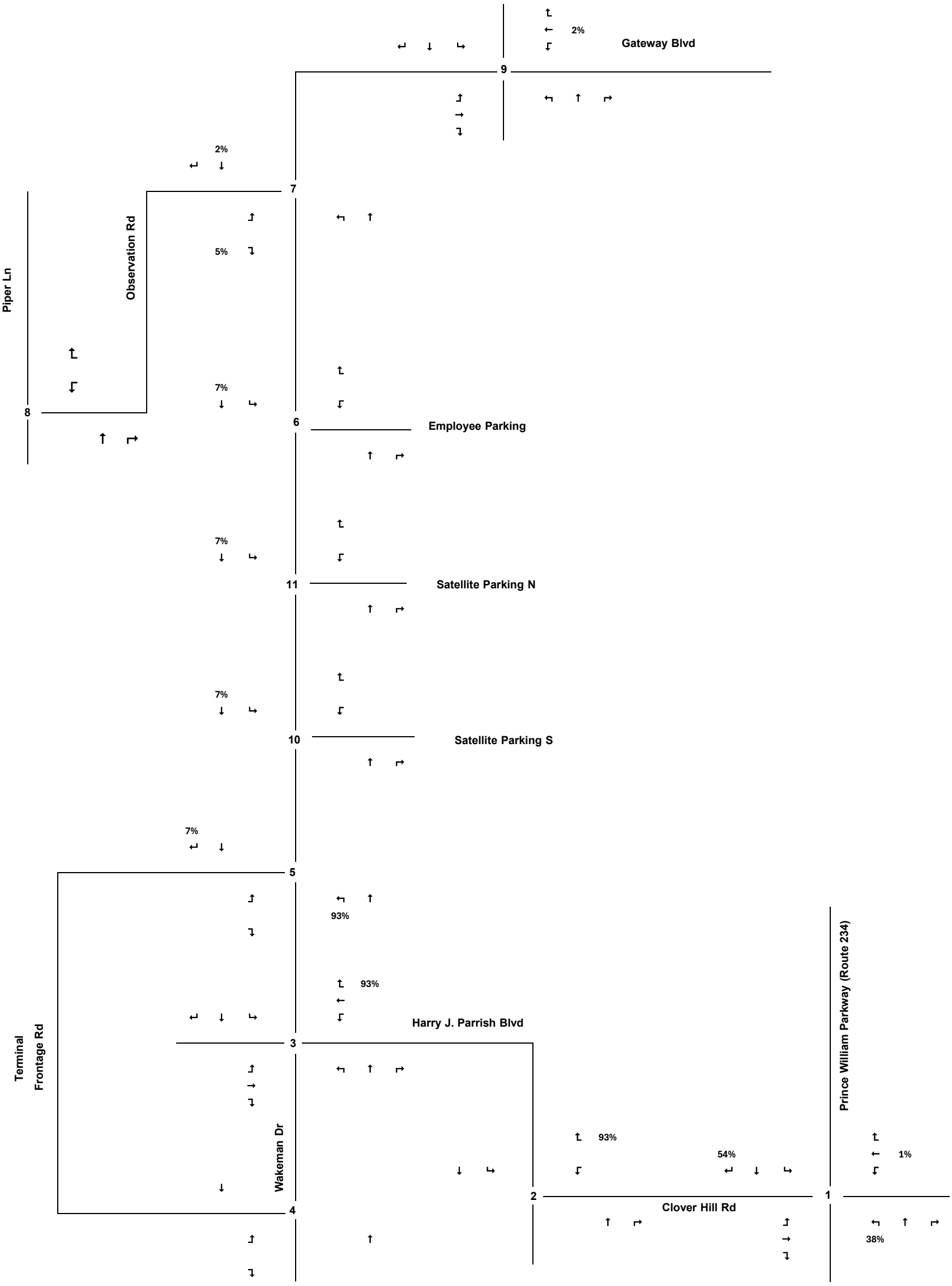
**Assignment Percentages**
**Park In**



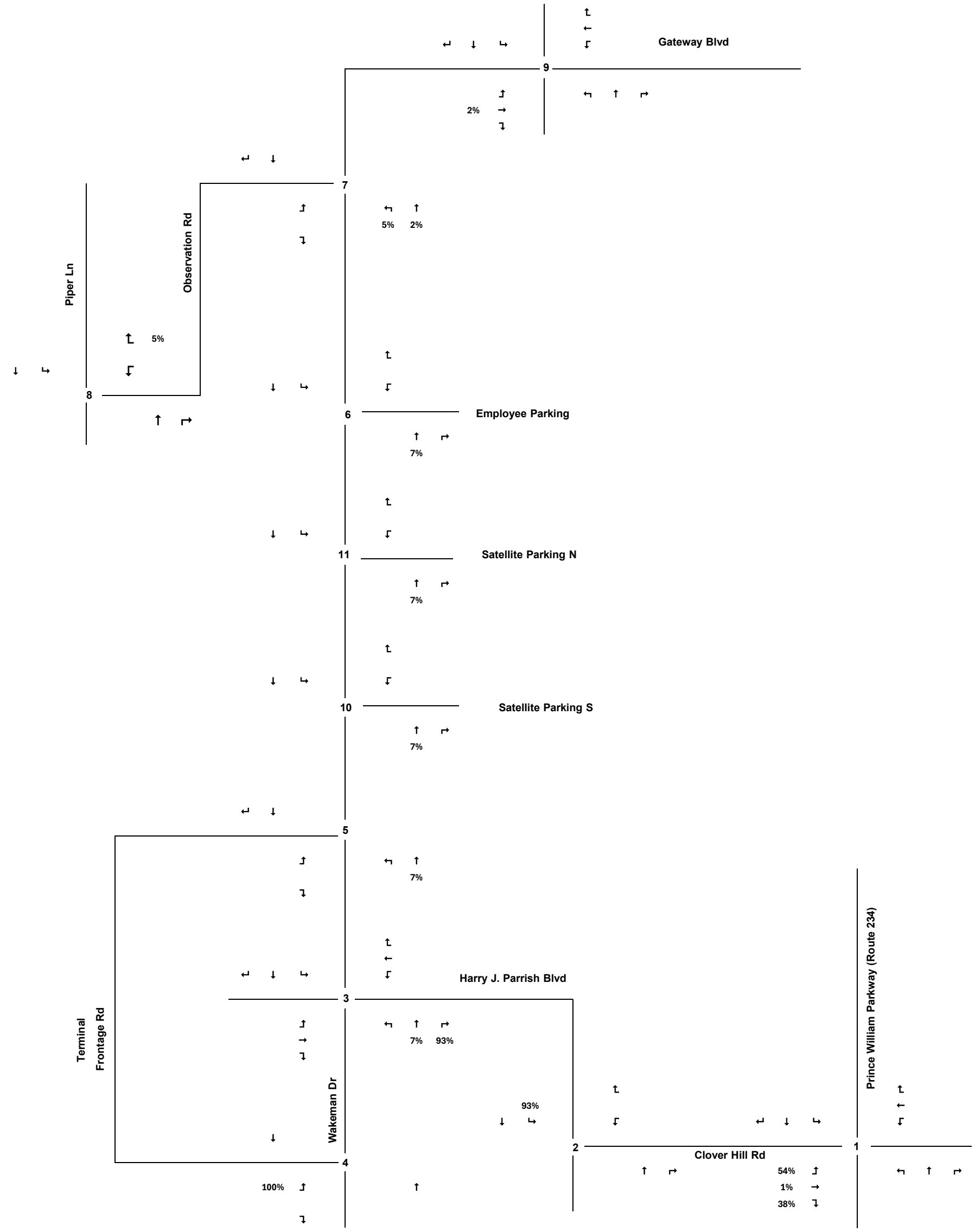
**Assignment Percentages**
**Park Out**



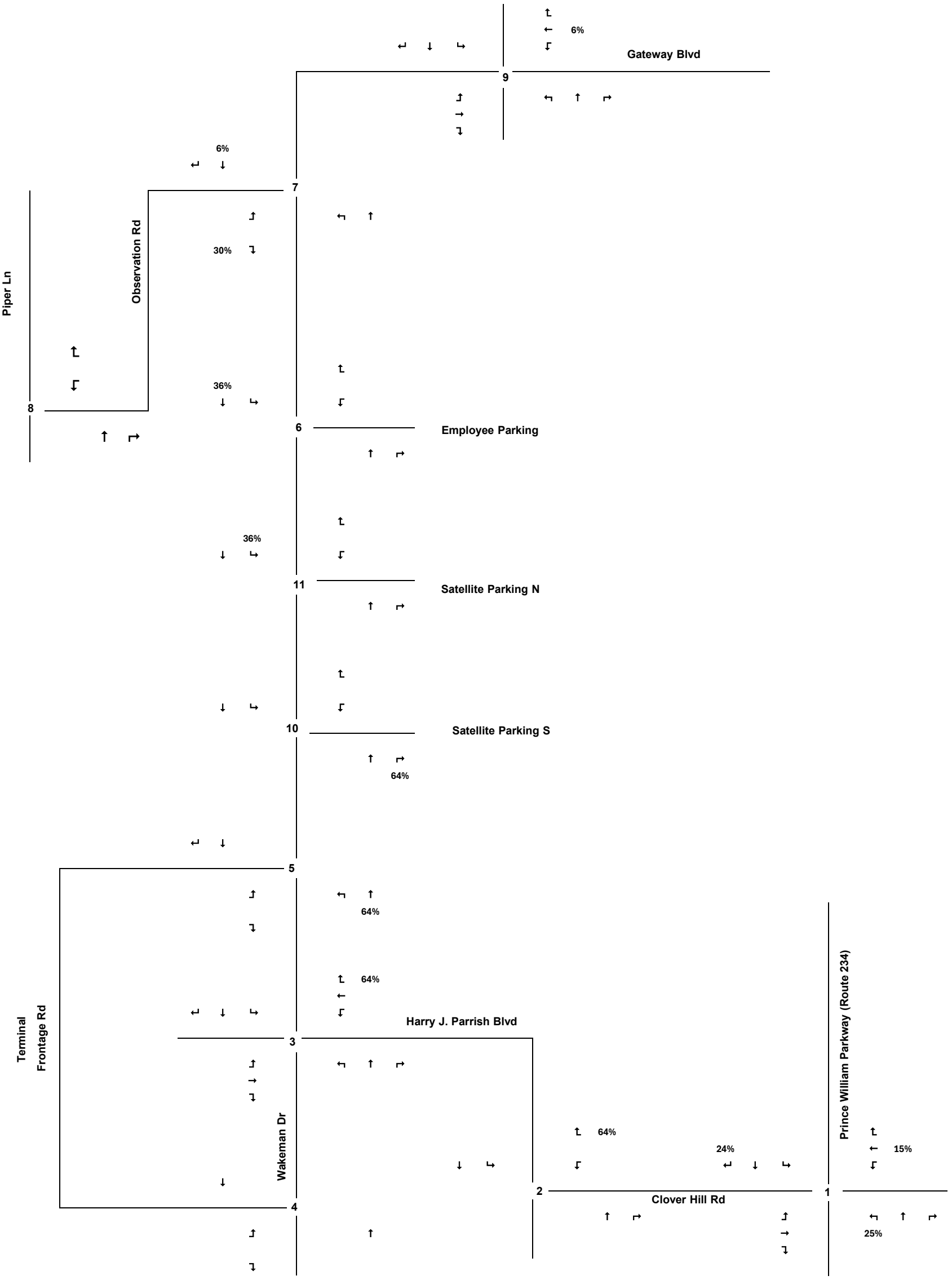
**Assignment Percentages**
**Rental Cars/Taxis/Pick-up/Drop-Offs In**



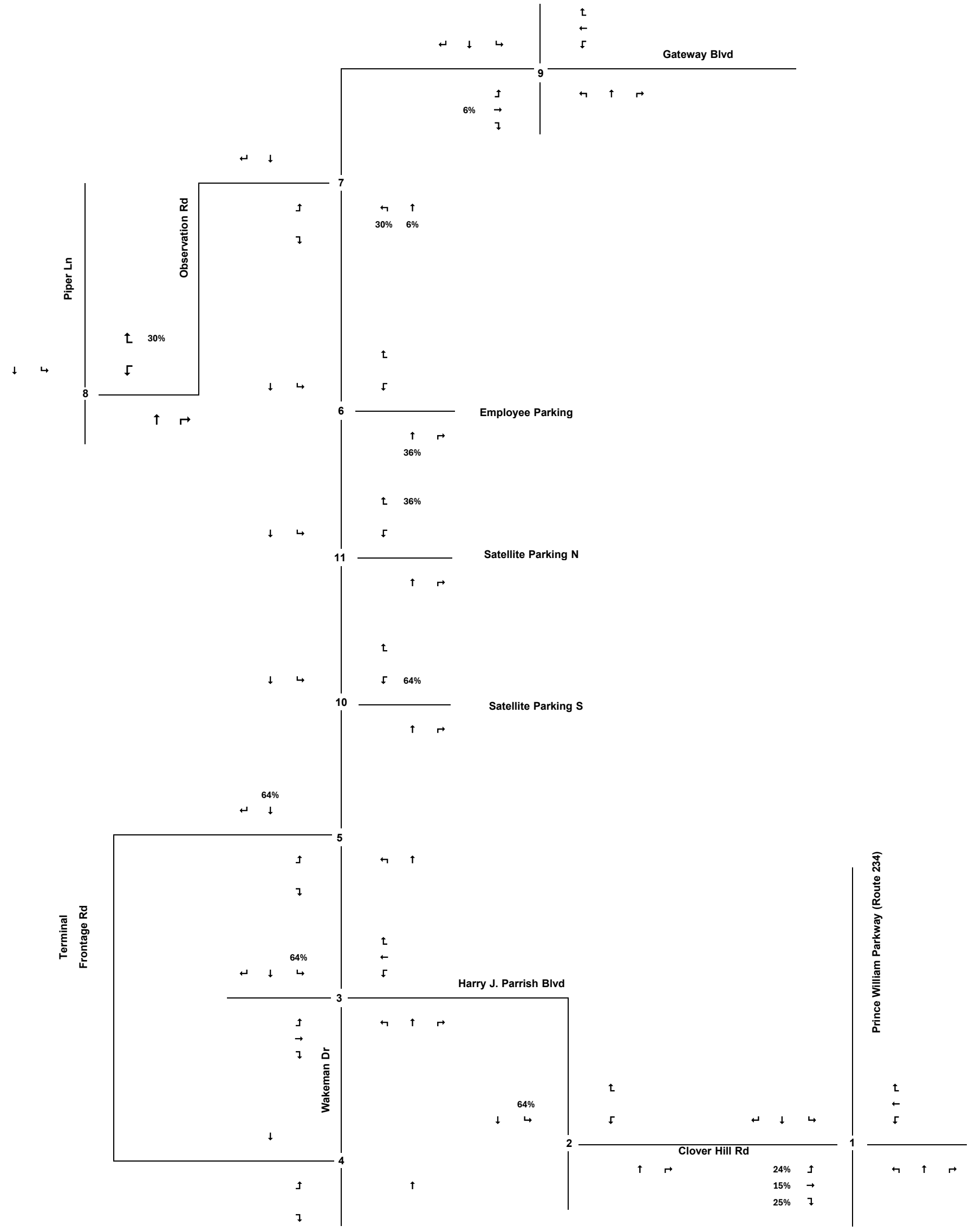
**Assignment Percentages**
**Rental Cars/Taxis/Pick-up/Drop-Offs Out**



**Assignment Percentages**
**Construction Trips In**



**Assignment Percentages**
**Construction Trips Out**



# Appendix F – Raw TMC and ATR Data

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 2 | 2 | 0 | 0 | 1 | 17 | 4 | 0 | 37 |
| 6:45 AM | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 17 | 8 | 0 | 34 |
| 7:00 AM | 0 | 0 | 1 | 0 | 4 | 0 | 21 | 0 | 7 | 5 | 1 | 0 | 0 | 16 | 13 | 0 | 68 |
| 7:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 5 | 9 | 1 | 0 | 0 | 10 | 4 | 0 | 45 |
| 7:30 AM | 1 | 2 | 1 | 0 | 5 | 3 | 14 | 0 | 6 | 6 | 0 | 0 | 3 | 28 | 7 | 0 | 76 |
| 7:45 AM | 0 | 0 | 1 | 0 | 7 | 2 | 18 | 0 | 6 | 2 | 0 | 1 | 3 | 25 | 6 | 0 | 71 |
| 8:00 AM | 0 | 0 | 1 | 0 | 10 | 0 | 12 | 0 | 5 | 4 | 2 | 0 | 6 | 22 | 3 | 1 | 66 |
| 8:15 AM | 0 | 0 | 0 | 0 | 10 | 1 | 10 | 0 | 2 | 10 | 1 | 0 | 1 | 19 | 14 | 0 | 68 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2 | 5 | 0 | 43 | 6 | 100 | 0 | 36 | 38 | 5 | 1 | 14 | 154 | 59 | 1 | 465 |
| **APPROACH %'s :** | 12.50% | 25.00% | 62.50% | 0.00% | 28.86% | 4.03% | 67.11% | 0.00% | 45.00% | 47.50% | 6.25% | 1.25% | 6.14% | 67.54% | 25.88% | 0.44% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 3 | 0 | 32 | 6 | 54 | 0 | 19 | 22 | 3 | 1 | 13 | 94 | 30 | 1 | 281 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | 0.750 | 0.000 | 0.800 | 0.500 | 0.750 | 0.000 | 0.792 | 0.550 | 0.375 | 0.250 | 0.542 | 0.839 | 0.536 | 0.250 | 0.924 |
| | 0.375 | | | | 0.852 | | | | 0.865 | | | | 0.908 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 2 | 1 | 0 | 11 | 2 | 4 | 0 | 18 | 15 | 0 | 1 | 1 | 10 | 3 | 0 | 68 |
| 3:15 PM | 1 | 0 | 3 | 0 | 6 | 2 | 6 | 0 | 13 | 4 | 0 | 0 | 1 | 0 | 8 | 0 | 44 |
| 3:30 PM | 0 | 0 | 1 | 0 | 5 | 0 | 7 | 0 | 14 | 16 | 0 | 0 | 2 | 7 | 10 | 0 | 62 |
| 3:45 PM | 0 | 0 | 0 | 0 | 15 | 1 | 7 | 0 | 17 | 13 | 0 | 0 | 3 | 4 | 9 | 0 | 69 |
| 4:00 PM | 1 | 3 | 5 | 0 | 10 | 1 | 13 | 0 | 15 | 18 | 1 | 0 | 5 | 5 | 5 | 0 | 82 |
| 4:15 PM | 2 | 2 | 1 | 0 | 8 | 0 | 9 | 0 | 12 | 11 | 0 | 0 | 1 | 6 | 9 | 0 | 61 |
| 4:30 PM | 1 | 1 | 0 | 0 | 11 | 0 | 7 | 0 | 6 | 22 | 0 | 0 | 0 | 13 | 8 | 0 | 69 |
| 4:45 PM | 0 | 2 | 3 | 0 | 14 | 0 | 4 | 0 | 22 | 24 | 0 | 0 | 1 | 8 | 9 | 0 | 87 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 10 | 14 | 0 | 80 | 6 | 57 | 0 | 117 | 123 | 1 | 1 | 14 | 53 | 61 | 0 | 542 |
| **APPROACH %'s :** | 17.24% | 34.48% | 48.28% | 0.00% | 55.94% | 4.20% | 39.86% | 0.00% | 48.35% | 50.83% | 0.41% | 0.41% | 10.94% | 41.41% | 47.66% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 8 | 9 | 0 | 43 | 1 | 33 | 0 | 55 | 75 | 1 | 0 | 7 | 32 | 31 | 0 | 299 |
| **PEAK HR FACTOR :** | 0.500 | 0.667 | 0.450 | 0.000 | 0.768 | 0.250 | 0.635 | 0.000 | 0.625 | 0.781 | 0.250 | 0.000 | 0.350 | 0.615 | 0.861 | 0.000 | 0.859 |
| | 0.583 | | | | 0.802 | | | | 0.712 | | | | 0.833 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 2 | 2 | 0 | 0 | 1 | 17 | 4 | 0 | 37 |
| 6:45 AM | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 7 | 0 | 32 |
| 7:00 AM | 0 | 0 | 1 | 0 | 3 | 0 | 20 | 0 | 7 | 4 | 1 | 0 | 0 | 15 | 12 | 0 | 63 |
| 7:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 5 | 8 | 1 | 0 | 0 | 10 | 4 | 0 | 42 |
| 7:30 AM | 1 | 2 | 1 | 0 | 5 | 3 | 13 | 0 | 6 | 4 | 0 | 0 | 3 | 28 | 7 | 0 | 73 |
| 7:45 AM | 0 | 0 | 1 | 0 | 7 | 2 | 17 | 0 | 4 | 2 | 0 | 1 | 3 | 24 | 6 | 0 | 67 |
| 8:00 AM | 0 | 0 | 1 | 0 | 10 | 0 | 12 | 0 | 4 | 3 | 2 | 0 | 6 | 22 | 3 | 1 | 64 |
| 8:15 AM | 0 | 0 | 0 | 0 | 10 | 1 | 9 | 0 | 2 | 8 | 1 | 0 | 0 | 19 | 14 | 0 | 64 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2 | 5 | 0 | 42 | 6 | 94 | 0 | 32 | 31 | 5 | 1 | 13 | 152 | 57 | 1 | 442 |
| **APPROACH %'s :** | 12.50% | 25.00% | 62.50% | 0.00% | 29.58% | 4.23% | 66.20% | 0.00% | 46.38% | 44.93% | 7.25% | 1.45% | 5.83% | 68.16% | 25.56% | 0.45% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 3 | 0 | 32 | 6 | 51 | 0 | 16 | 17 | 3 | 1 | 12 | 93 | 30 | 1 | 268 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | 0.750 | 0.000 | 0.800 | 0.500 | 0.750 | 0.000 | 0.667 | 0.531 | 0.375 | 0.250 | 0.500 | 0.830 | 0.536 | 0.250 | 0.918 |
| | 0.375 | | | | 0.856 | | | | 0.841 | | | | 0.895 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 2 | 1 | 0 | 10 | 2 | 3 | 0 | 17 | 14 | 0 | 0 | 1 | 9 | 2 | 0 | 61 |
| 3:15 PM | 1 | 0 | 3 | 0 | 5 | 2 | 4 | 0 | 13 | 3 | 0 | 0 | 1 | 0 | 8 | 0 | 40 |
| 3:30 PM | 0 | 0 | 1 | 0 | 4 | 0 | 7 | 0 | 14 | 15 | 0 | 0 | 2 | 6 | 10 | 0 | 59 |
| 3:45 PM | 0 | 0 | 0 | 0 | 15 | 1 | 7 | 0 | 17 | 12 | 0 | 0 | 3 | 4 | 9 | 0 | 68 |
| 4:00 PM | 1 | 3 | 4 | 0 | 10 | 1 | 13 | 0 | 15 | 17 | 1 | 0 | 3 | 4 | 5 | 0 | 77 |
| 4:15 PM | 2 | 1 | 1 | 0 | 8 | 0 | 9 | 0 | 11 | 10 | 0 | 0 | 1 | 5 | 9 | 0 | 57 |
| 4:30 PM | 1 | 1 | 0 | 0 | 11 | 0 | 6 | 0 | 6 | 22 | 0 | 0 | 0 | 10 | 8 | 0 | 65 |
| 4:45 PM | 0 | 2 | 3 | 0 | 14 | 0 | 4 | 0 | 22 | 24 | 0 | 0 | 1 | 8 | 9 | 0 | 87 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 9 | 13 | 0 | 77 | 6 | 53 | 0 | 115 | 117 | 1 | 0 | 12 | 46 | 60 | 0 | 514 |
| **APPROACH %'s :** | 18.52% | 33.33% | 48.15% | 0.00% | 56.62% | 4.41% | 38.97% | 0.00% | 49.36% | 50.21% | 0.43% | 0.00% | 10.17% | 38.98% | 50.85% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 7 | 8 | 0 | 43 | 1 | 32 | 0 | 54 | 73 | 1 | 0 | 5 | 27 | 31 | 0 | 286 |
| **PEAK HR FACTOR :** | 0.500 | 0.583 | 0.500 | 0.000 | 0.768 | 0.250 | 0.615 | 0.000 | 0.614 | 0.760 | 0.250 | 0.000 | 0.417 | 0.675 | 0.861 | 0.000 | 0.822 |
| | 0.594 | | | | 0.792 | | | | 0.696 | | | | 0.875 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/14/2024

## Data - HT

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 4 | 7 | 0 | 0 | 1 | 2 | 2 | 0 | 23 |
| **APPROACH %'s :** | | | | | 14.29% | 0.00% | 85.71% | 0.00% | 36.36% | 63.64% | 0.00% | 0.00% | 20.00% | 40.00% | 40.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 13 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.375 | 0.625 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.813 |
| | | | | | 0.750 | | | | 1.000 | | | | 0.500 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 7 |
| 3:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 2 | 6 | 0 | 1 | 2 | 7 | 1 | 0 | 28 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 42.86% | 0.00% | 57.14% | 0.00% | 22.22% | 66.67% | 0.00% | 11.11% | 20.00% | 70.00% | 10.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 13 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.650 |
| | | 0.500 | | | | 0.250 | | | | 0.375 | | | | 0.583 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| **APPROACH %'s :** | | | | | 66.67% | 0.00% | 33.33% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 |
| | | | | | | | 0.500 | | | | 0.250 | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas

**Project ID:** 24-260054-002
**Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Carolina Dr | | Carolina Dr | | Gateway Blvd | | Gateway Blvd | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | | | | | | | |
| **PEAK HR :** | **07:30 AM - 08:30 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | 0.250 | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 7 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 3 | 2 | 4 | 1 | 0 | 2 | 0 | 16 |
| **APPROACH %'s :** | 57.14% | 42.86% | 33.33% | 66.67% | 100.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | **04:00 PM - 05:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 2 | 0 | 3 | 1 | 0 | 2 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.375 | 0.250 | | 0.250 | 0.250 | | 0.250 | | 0.393 |
| | 0.625 | | 0.250 | | 0.250 | | 0.250 | | |

Prepared by National Data & Surveying Services

# Carolina Dr & Gateway Blvd

## Peak Hour Turning Movement Count

**ID:** 24-260054-002
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:30 AM - 08:30 AM | 6:30 AM - 08:30 AM |
| NONE | NONE |
| 04:00 PM - 05:00 PM | 3:00 PM - 05:00 PM |

### Carolina Dr — SOUTHBOUND

| | Right | Thru | Left | U-Turn | Exiting |
|---|---|---|---|---|---|
| AM | 54 | 6 | 32 | 0 | 51 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 33 | 1 | 43 | 0 | 94 |
| HV % | 1 | 0.5 | 0.5 | 0 | |

### Gateway Blvd — EASTBOUND

| | AM | NOON | PM | HV % |
|---|---|---|---|---|
| Exiting | 150 | 0 | 69 | |
| U-Turn | 1 | 0 | 0 | 0 |
| Left | 19 | 0 | 55 | 1 |
| Thru | 22 | 0 | 75 | 2 |
| Right | 3 | 0 | 1 | 0 |

### Gateway Blvd — WESTBOUND

| | PM | NOON | AM | HV % |
|---|---|---|---|---|
| Right | 31 | 0 | 30 | 0 |
| Thru | 32 | 0 | 94 | 2 |
| Left | 7 | 0 | 13 | 1 |
| U-Turn | 0 | 0 | 1 | 0 |
| Exiting | 127 | 0 | 58 | |

### Carolina Dr — NORTHBOUND

| | Exiting | U-Turn | Left | Thru | Right |
|---|---|---|---|---|---|
| HV % | | 0 | 0 | 1 | 0 |
| PM | 9 | 0 | 4 | 8 | 9 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 22 | 0 | 1 | 2 | 3 |

### CONTROL

2-Way Stop(NB/SB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 281 | 0 | 299 |
| PHF | 0.92 | | 0.86 |

### Cars / HT

| Movement | Cars (AM) | HT (AM) | Cars (NOON) | HT (NOON) | Cars (PM) | HT (PM) |
|---|---|---|---|---|---|---|
| SB Right | 51 | 3 | 0 | 0 | 32 | 1 |
| SB Thru | 6 | 0 | 0 | 0 | 1 | 0 |
| SB Left | 32 | 0 | 0 | 0 | 43 | 0 |
| EB Left | 16 | 3 | 0 | 0 | 54 | 1 |
| EB Thru | 17 | 5 | 0 | 0 | 73 | 2 |
| EB Right | 3 | 0 | 0 | 0 | 1 | 0 |
| WB Right | 30 | 0 | 0 | 0 | 31 | 0 |
| WB Thru | 93 | 1 | 0 | 0 | 27 | 5 |
| WB Left | 12 | 1 | 0 | 0 | 5 | 2 |
| NB Left | 1 | 0 | 0 | 0 | | |
| NB Thru | 2 | 0 | 0 | 0 | | |
| NB Right | 3 | 0 | 0 | 0 | | |

### Pedestrians (Crosswalks)

| Crosswalk | Direction | AM | NOON | PM |
|---|---|---|---|---|
| North | Eastbound | 0 | 0 | 3 |
| North | Westbound | 1 | 0 | 2 |
| West | Southbound | 0 | 0 | 0 |
| West | Northbound | 0 | 0 | 2 |
| East | Southbound | 0 | 0 | 0 |
| East | Northbound | 0 | 0 | 1 |
| South | Eastbound | 0 | 0 | 0 |
| South | Westbound | 0 | 0 | 3 |
| NW diagonal | | 0 | 0 | 0 |
| NE diagonal | | 0 | 0 | 0 |
| SW diagonal | | 0 | 0 | 0 |
| SE diagonal | | 0 | 0 | 0 |

PM
PM

**Project ID:** 24-260054-002
**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Carolina Dr Northbound | | | | | | Carolina Dr Southbound | | | | | | Gateway Blvd Eastbound | | | | | | Gateway Blvd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 11 | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 17 | 4 | 0 | 0 | 22 | 37 |
| 6:45 AM | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 17 | 8 | 0 | 0 | 25 | 34 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 12 | 0 | 0 | 16 | 5 | 2 | 0 | 0 | 0 | 7 | 1 | 34 | 12 | 0 | 0 | 47 | 71 |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 21 | 0 | 0 | 25 | 7 | 5 | 1 | 0 | 0 | 13 | 0 | 16 | 13 | 0 | 0 | 29 | 68 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 0 | 16 | 5 | 9 | 1 | 0 | 0 | 15 | 0 | 10 | 4 | 0 | 0 | 14 | 45 |
| 7:30 AM | 1 | 2 | 1 | 0 | 0 | 4 | 5 | 3 | 14 | 0 | 0 | 22 | 6 | 6 | 0 | 0 | 0 | 12 | 3 | 28 | 7 | 0 | 0 | 38 | 76 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 2 | 18 | 0 | 1 | 27 | 6 | 2 | 0 | 1 | 0 | 9 | 3 | 25 | 6 | 0 | 0 | 34 | 71 |
| Total | 1 | 2 | 3 | 0 | 0 | 6 | 19 | 5 | 66 | 0 | 1 | 90 | 24 | 22 | 2 | 1 | 0 | 49 | 6 | 79 | 30 | 0 | 0 | 115 | 260 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 12 | 0 | 0 | 22 | 5 | 4 | 2 | 0 | 0 | 11 | 6 | 22 | 3 | 1 | 0 | 32 | 66 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 10 | 0 | 0 | 21 | 2 | 10 | 1 | 0 | 0 | 13 | 1 | 19 | 14 | 0 | 0 | 34 | 68 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 20 | 1 | 22 | 0 | 0 | 43 | 7 | 14 | 3 | 0 | 0 | 24 | 7 | 41 | 17 | 1 | 0 | 66 | 134 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 2 | 1 | 0 | 1 | 3 | 11 | 2 | 4 | 0 | 1 | 17 | 18 | 15 | 0 | 1 | 0 | 34 | 1 | 10 | 3 | 0 | 0 | 14 | 68 |
| 3:15 PM | 1 | 0 | 3 | 0 | 1 | 4 | 6 | 2 | 6 | 0 | 0 | 14 | 13 | 4 | 0 | 0 | 0 | 17 | 1 | 0 | 8 | 0 | 0 | 9 | 44 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 7 | 0 | 0 | 12 | 14 | 16 | 0 | 0 | 0 | 30 | 2 | 7 | 10 | 0 | 0 | 19 | 62 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 7 | 0 | 1 | 23 | 17 | 13 | 0 | 0 | 0 | 30 | 3 | 4 | 9 | 0 | 0 | 16 | 69 |
| Total | 1 | 2 | 5 | 0 | 3 | 8 | 37 | 5 | 24 | 0 | 2 | 66 | 62 | 48 | 0 | 1 | 0 | 111 | 7 | 21 | 30 | 0 | 0 | 58 | 243 |
| 4:00 PM | 1 | 3 | 5 | 0 | 0 | 9 | 10 | 1 | 13 | 0 | 0 | 24 | 15 | 18 | 1 | 0 | 0 | 34 | 5 | 5 | 5 | 0 | 1 | 15 | 82 |
| 4:15 PM | 2 | 2 | 1 | 0 | 0 | 5 | 8 | 0 | 9 | 0 | 1 | 17 | 12 | 11 | 0 | 0 | 0 | 23 | 1 | 6 | 9 | 0 | 0 | 16 | 61 |
| 4:30 PM | 1 | 1 | 0 | 0 | 0 | 2 | 11 | 0 | 7 | 0 | 2 | 18 | 6 | 22 | 0 | 0 | 0 | 28 | 0 | 13 | 8 | 0 | 0 | 21 | 69 |
| 4:45 PM | 0 | 2 | 3 | 0 | 3 | 5 | 14 | 0 | 4 | 0 | 2 | 18 | 22 | 24 | 0 | 0 | 2 | 46 | 1 | 8 | 9 | 0 | 0 | 18 | 87 |
| Total | 4 | 8 | 9 | 0 | 3 | 21 | 43 | 1 | 33 | 0 | 5 | 77 | 55 | 75 | 1 | 0 | 2 | 131 | 7 | 32 | 31 | 0 | 1 | 70 | 299 |
| Grand Total | 6 | 12 | 19 | 0 | 6 | 37 | 123 | 12 | 157 | 0 | 8 | 292 | 153 | 161 | 6 | 2 | 2 | 322 | 28 | 207 | 120 | 1 | 1 | 356 | 1007 |
| Apprch % | 16.2 | 32.4 | 51.4 | 0.0 | 16.2 | | 42.1 | 4.1 | 53.8 | 0.0 | 2.7 | | 47.5 | 50.0 | 1.9 | 0.6 | 0.6 | | 7.9 | 58.1 | 33.7 | 0.3 | 0.3 | | |
| Total % | 0.6 | 1.2 | 1.9 | 0.0 | 0.6 | 3.7 | 12.2 | 1.2 | 15.6 | 0.0 | 0.8 | 29.0 | 15.2 | 16.0 | 0.6 | 0.2 | 0.2 | 32.0 | 2.8 | 20.6 | 11.9 | 0.1 | 0.1 | 35.4 | |
| Cars, PU, Vans | 6 | 11 | 18 | 0 | | 35 | 119 | 12 | 147 | 0 | | 278 | 147 | 148 | 6 | 1 | | 302 | 25 | 198 | 117 | 1 | | 341 | 956 |
| % Cars, PU, Vans | 100.0 | 91.7 | 94.7 | 0.0 | | 94.6 | 96.7 | 100.0 | 93.6 | 0.0 | | 95.2 | 96.1 | 91.9 | 100.0 | 50.0 | | 93.8 | 89.3 | 95.7 | 97.5 | 100.0 | | 95.8 | 94.9 |
| Heavy trucks | 0 | 1 | 1 | 0 | | 2 | 4 | 0 | 10 | 0 | | 14 | 6 | 13 | 0 | 1 | | 20 | 3 | 9 | 3 | 0 | | 15 | 51 |
| %Heavy trucks | 0.0 | 8.3 | 5.3 | 0.0 | | 5.4 | 3.3 | 0.0 | 6.4 | 0.0 | | 4.8 | 3.9 | 8.1 | 0.0 | 50.0 | | 6.2 | 10.7 | 4.3 | 2.5 | 0.0 | | 4.2 | 5.1 |

**Project ID:** 24-260054-002
**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Carolina Dr Northbound | | | | | Carolina Dr Southbound | | | | | Gateway Blvd Eastbound | | | | | Gateway Blvd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:30 AM | 1 | 2 | 1 | 0 | 4 | 5 | 3 | 14 | 0 | 22 | 6 | 6 | 0 | 0 | 12 | 3 | 28 | 7 | 0 | 38 | 76 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 7 | 2 | 18 | 0 | 27 | 6 | 2 | 0 | 1 | 9 | 3 | 25 | 6 | 0 | 34 | 71 |
| 8:00 AM | 0 | 0 | 1 | 0 | 1 | 10 | 0 | 12 | 0 | 22 | 5 | 4 | 2 | 0 | 11 | 6 | 22 | 3 | 1 | 32 | 66 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 10 | 0 | 21 | 2 | 10 | 1 | 0 | 13 | 1 | 19 | 14 | 0 | 34 | 68 |
| Total Volume | 1 | 2 | 3 | 0 | 6 | 32 | 6 | 54 | 0 | 92 | 19 | 22 | 3 | 1 | 45 | 13 | 94 | 30 | 1 | 138 | 281 |
| % App. Total | 16.7 | 33.3 | 50.0 | 0.0 | 100 | 34.8 | 6.5 | 58.7 | 0.0 | 100 | 42.2 | 48.9 | 6.7 | 2.2 | 100 | 9.4 | 68.1 | 21.7 | 0.7 | 100 | |
| PHF | | | | | 0.375 | | | | | 0.852 | | | | | 0.865 | | | | | 0.908 | 0.924 |
| Cars, PU, Vans | 1 | 2 | 3 | 0 | 6 | 32 | 6 | 51 | 0 | 89 | 16 | 17 | 3 | 1 | 37 | 12 | 93 | 30 | 1 | 136 | 268 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 94.4 | 0.0 | 96.7 | 84.2 | 77.3 | 100.0 | 100.0 | 82.2 | 92.3 | 98.9 | 100.0 | 100.0 | 98.6 | 95.4 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 5 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 2 | 13 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 3.3 | 15.8 | 22.7 | 0.0 | 0.0 | 17.8 | 7.7 | 1.1 | 0.0 | 0.0 | 1.4 | 4.6 |

**PM**

| | Carolina Dr Northbound | | | | | Carolina Dr Southbound | | | | | Gateway Blvd Eastbound | | | | | Gateway Blvd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 1 | 3 | 5 | 0 | 9 | 10 | 1 | 13 | 0 | 24 | 15 | 18 | 1 | 0 | 34 | 5 | 5 | 5 | 0 | 15 | 82 |
| 4:15 PM | 2 | 2 | 1 | 0 | 5 | 8 | 0 | 9 | 0 | 17 | 12 | 11 | 0 | 0 | 23 | 1 | 6 | 9 | 0 | 16 | 61 |
| 4:30 PM | 1 | 1 | 0 | 0 | 2 | 11 | 0 | 7 | 0 | 18 | 6 | 22 | 0 | 0 | 28 | 0 | 13 | 8 | 0 | 21 | 69 |
| 4:45 PM | 0 | 2 | 3 | 0 | 5 | 14 | 0 | 4 | 0 | 18 | 22 | 24 | 0 | 0 | 46 | 1 | 8 | 9 | 0 | 18 | 87 |
| Total Volume | 4 | 8 | 9 | 0 | 21 | 43 | 1 | 33 | 0 | 77 | 55 | 75 | 1 | 0 | 131 | 7 | 32 | 31 | 0 | 70 | 299 |
| % App. Total | 19.0 | 38.1 | 42.9 | 0.0 | 100 | 55.8 | 1.3 | 42.9 | 0.0 | 100 | 42.0 | 57.3 | 0.8 | 0.0 | 100 | 10.0 | 45.7 | 44.3 | 0.0 | 100 | |
| PHF | | | | | 0.583 | | | | | 0.802 | | | | | 0.712 | | | | | 0.833 | 0.859 |
| Cars, PU, Vans | 4 | 7 | 8 | 0 | 19 | 43 | 1 | 32 | 0 | 76 | 54 | 73 | 1 | 0 | 128 | 5 | 27 | 31 | 0 | 63 | 286 |
| % Cars, PU, Vans | 100.0 | 87.5 | 88.9 | 0.0 | 90.5 | 100.0 | 100.0 | 97.0 | 0.0 | 98.7 | 98.2 | 97.3 | 100.0 | 0.0 | 97.7 | 71.4 | 84.4 | 100.0 | 0.0 | 90.0 | 95.7 |
| Heavy trucks | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 7 | 13 |
| %Heavy trucks | 0.0 | 12.5 | 11.1 | 0.0 | 9.5 | 0.0 | 0.0 | 3.0 | 0.0 | 1.3 | 1.8 | 2.7 | 0.0 | 0.0 | 2.3 | 28.6 | 15.6 | 0.0 | 0.0 | 10.0 | 4.3 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 2 | 9 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 30 |
| 6:45 AM | 8 | 4 | 0 | 0 | 0 | 13 | 8 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:00 AM | 13 | 8 | 0 | 0 | 0 | 15 | 12 | 0 | 6 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 64 |
| 7:15 AM | 7 | 11 | 0 | 0 | 0 | 10 | 3 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 47 |
| 7:30 AM | 13 | 9 | 0 | 0 | 0 | 21 | 12 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 62 |
| 7:45 AM | 6 | 6 | 0 | 0 | 0 | 21 | 11 | 0 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 69 |
| 8:00 AM | 13 | 6 | 0 | 0 | 0 | 15 | 7 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 50 |
| 8:15 AM | 1 | 10 | 0 | 0 | 0 | 15 | 7 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 46 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 63 | 63 | 0 | 0 | 0 | 120 | 64 | 0 | 34 | 0 | 64 | 1 | 0 | 0 | 0 | 0 | 409 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 65.22% | 34.78% | 0.00% | 34.34% | 0.00% | 64.65% | 1.01% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 39 | 34 | 0 | 0 | 0 | 67 | 38 | 0 | 26 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 242 |
| **PEAK HR FACTOR :** | 0.750 | 0.773 | 0.000 | 0.000 | 0.000 | 0.798 | 0.792 | 0.000 | 0.591 | 0.000 | 0.487 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.877 |
| | 0.830 | | | | 0.795 | | | | 0.640 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 14 | 20 | 0 | 0 | 0 | 8 | 8 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 66 |
| 3:15 PM | 10 | 10 | 0 | 0 | 0 | 6 | 8 | 0 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 51 |
| 3:30 PM | 13 | 22 | 0 | 0 | 0 | 10 | 4 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 61 |
| 3:45 PM | 11 | 18 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 42 |
| 4:00 PM | 17 | 20 | 0 | 0 | 0 | 8 | 6 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 61 |
| 4:15 PM | 12 | 14 | 0 | 0 | 0 | 9 | 6 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 50 |
| 4:30 PM | 12 | 8 | 0 | 0 | 0 | 8 | 13 | 0 | 12 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 62 |
| 4:45 PM | 12 | 17 | 0 | 0 | 0 | 4 | 3 | 0 | 14 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 60 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 101 | 129 | 0 | 0 | 0 | 60 | 48 | 0 | 54 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 453 |
| **APPROACH %'s :** | 43.91% | 56.09% | 0.00% | 0.00% | 0.00% | 55.56% | 44.44% | 0.00% | 46.96% | 0.00% | 53.04% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 53 | 59 | 0 | 0 | 0 | 29 | 28 | 0 | 34 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 233 |
| **PEAK HR FACTOR :** | 0.779 | 0.738 | 0.000 | 0.000 | 0.000 | 0.806 | 0.538 | 0.000 | 0.607 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.940 |
| | 0.757 | | | | 0.679 | | | | 0.667 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 2 | 9 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 30 |
| 6:45 AM | 8 | 3 | 0 | 0 | 0 | 13 | 8 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:00 AM | 13 | 8 | 0 | 0 | 0 | 14 | 11 | 0 | 5 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 61 |
| 7:15 AM | 6 | 10 | 0 | 0 | 0 | 9 | 3 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:30 AM | 13 | 9 | 0 | 0 | 0 | 21 | 7 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:45 AM | 6 | 4 | 0 | 0 | 0 | 20 | 11 | 0 | 4 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 64 |
| 8:00 AM | 13 | 6 | 0 | 0 | 0 | 15 | 6 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 49 |
| 8:15 AM | 1 | 10 | 0 | 0 | 0 | 15 | 7 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 46 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 62 | 59 | 0 | 0 | 0 | 117 | 57 | 0 | 27 | 0 | 64 | 1 | 0 | 0 | 0 | 0 | 387 |
| **APPROACH %'s :** | 51.24% | 48.76% | 0.00% | 0.00% | 0.00% | 67.24% | 32.76% | 0.00% | 29.35% | 0.00% | 69.57% | 1.09% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 38 | 31 | 0 | 0 | 0 | 64 | 32 | 0 | 19 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 222 |
| **PEAK HR FACTOR :** | 0.731 | 0.775 | 0.000 | 0.000 | 0.000 | 0.762 | 0.727 | 0.000 | 0.594 | 0.000 | 0.487 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.867 |
| | 0.784 | | | | 0.774 | | | | 0.620 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 14 | 18 | 0 | 0 | 0 | 8 | 5 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 59 |
| 3:15 PM | 9 | 10 | 0 | 0 | 0 | 6 | 4 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 42 |
| 3:30 PM | 13 | 22 | 0 | 0 | 0 | 10 | 4 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 61 |
| 3:45 PM | 11 | 16 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 39 |
| 4:00 PM | 17 | 20 | 0 | 0 | 0 | 8 | 5 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 59 |
| 4:15 PM | 12 | 14 | 0 | 0 | 0 | 8 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 47 |
| 4:30 PM | 12 | 8 | 0 | 0 | 0 | 8 | 11 | 0 | 12 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 60 |
| 4:45 PM | 12 | 16 | 0 | 0 | 0 | 3 | 3 | 0 | 14 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 58 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 100 | 124 | 0 | 0 | 0 | 57 | 37 | 0 | 49 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 425 |
| **APPROACH %'s :** | 44.64% | 55.36% | 0.00% | 0.00% | 0.00% | 60.64% | 39.36% | 0.00% | 45.79% | 0.00% | 54.21% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 53 | 58 | 0 | 0 | 0 | 27 | 24 | 0 | 33 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 224 |
| **PEAK HR FACTOR :** | 0.779 | 0.725 | 0.000 | 0.000 | 0.000 | 0.844 | 0.545 | 0.000 | 0.589 | 0.000 | 0.725 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.933 |
| | 0.750 | | | | 0.671 | | | | 0.646 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/14/2024

## Data - HT

### AM

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 0 | 0 | 0 | 3 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **APPROACH %'s :** | 20.00% | 80.00% | 0.00% | 0.00% | 0.00% | 30.00% | 70.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 3 | 0 | 0 | 0 | 3 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **PEAK HR FACTOR :** | 0.250 | 0.375 | 0.000 | 0.000 | 0.000 | 0.750 | 0.300 | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 |
| | 0.500 | | | | 0.450 | | | | 0.583 | | | | | | | | |

### PM

| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 5 | 0 | 0 | 0 | 3 | 11 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| **APPROACH %'s :** | 16.67% | 83.33% | 0.00% | 0.00% | 0.00% | 21.43% | 78.57% | 0.00% | 62.50% | 0.00% | 37.50% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.750 | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 7 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| **APPROACH %'s :** | 77.78% | 22.22% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 33.33% | 0.00% | 66.67% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.333 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 |
| | 0.417 | | | | 0.250 | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas

**Project ID:** 24-260054-003
**Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Observation Rd | | Observation Rd | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | 100.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| **PEAK HR FACTOR :** | | | | | | | 0.250 | | 0.250 |
| | | | | | | | 0.250 | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Observation Rd

## Peak Hour Turning Movement Count

**ID:** 24-260054-003
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

| | PEAK HOURS | COUNT PERIODS |
|---|---|---|
| AM | 07:00 AM - 08:00 AM | 6:30 AM - 08:30 AM |
| NOON | NONE | NONE |
| PM | 04:00 PM - 05:00 PM | 3:00 PM - 05:00 PM |

### Wakeman Dr — SOUTHBOUND

| | Right | Thru | Left | U-Turn | Departure |
|---|---|---|---|---|---|
| AM | 38 | 67 | 0 | 0 | 60 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 28 | 29 | 0 | 0 | 93 |
| Lanes | 0 | 1 | 0 | 0 | |

### Observation Rd — EASTBOUND

| | AM | NOON | PM | Lanes |
|---|---|---|---|---|
| Departure | 78 | 0 | 81 | |
| U-Turn | 1 | 0 | 0 | 0 |
| Left | 26 | 0 | 34 | 0 |
| Thru | 0 | 0 | 0 | 1 |
| Right | 37 | 0 | 30 | 1 |

### Observation Rd — WESTBOUND

| | PM | NOON | AM | Lanes |
|---|---|---|---|---|
| Right | 0 | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 | 0 |
| Left | 0 | 0 | 0 | 0 |
| U-Turn | 0 | 0 | 0 | 0 |
| Departure | 0 | 0 | 0 | |

### Wakeman Dr — NORTHBOUND

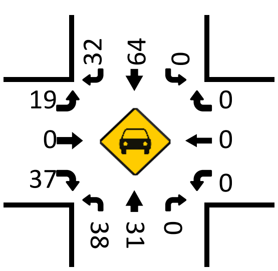
| | Departure | U-Turn | Left | Thru | Right |
|---|---|---|---|---|---|
| Lanes | | 0 | 1 | 1 | 0 |
| PM | 59 | 0 | 53 | 59 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 104 | 0 | 39 | 34 | 0 |

### CONTROL

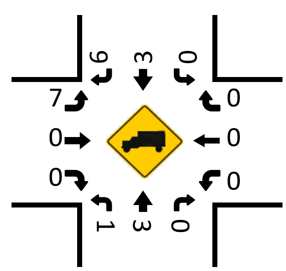
1-Way Stop(EB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 242 | 0 | 233 |
| PHF | 0.88 | | 0.94 |

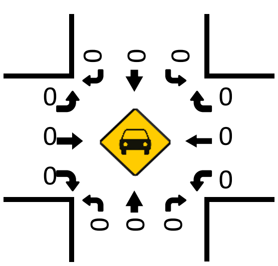
Cars (AM)



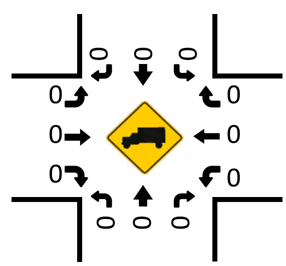

HT (AM)



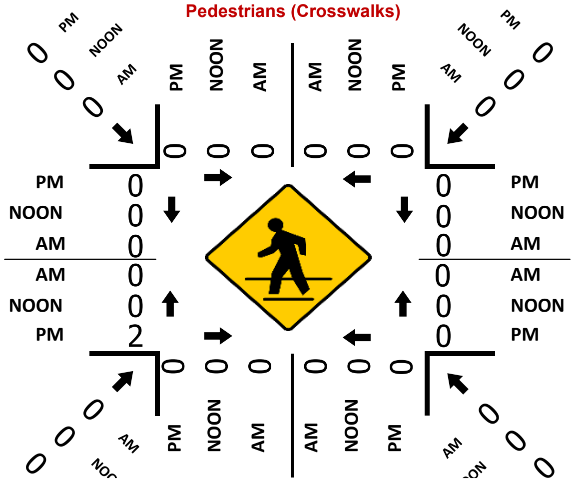

Cars (NOON)



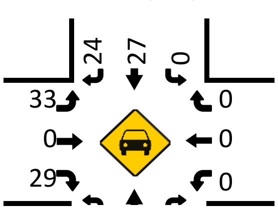

HT (NOON)



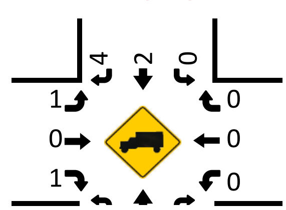

Pedestrians (Crosswalks)




Cars (PM)




HT (PM)



PM
NOL
PM

**Project ID:** 24-260054-003
**Location:** Wakeman Dr & Observation Rd
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Observation Rd Eastbound | | | | | | Observation Rd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 2 | 9 | 0 | 0 | 0 | 11 | 0 | 10 | 4 | 0 | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 6:45 AM | 8 | 4 | 0 | 0 | 0 | 12 | 0 | 13 | 8 | 0 | 0 | 21 | 1 | 0 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Total | 10 | 13 | 0 | 0 | 0 | 23 | 0 | 23 | 12 | 0 | 0 | 35 | 1 | 0 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 7:00 AM | 13 | 8 | 0 | 0 | 0 | 21 | 0 | 15 | 12 | 0 | 0 | 27 | 6 | 0 | 9 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 7:15 AM | 7 | 11 | 0 | 0 | 0 | 18 | 0 | 10 | 3 | 0 | 0 | 13 | 11 | 0 | 5 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 7:30 AM | 13 | 9 | 0 | 0 | 0 | 22 | 0 | 21 | 12 | 0 | 0 | 33 | 3 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 7:45 AM | 6 | 6 | 0 | 0 | 0 | 12 | 0 | 21 | 11 | 0 | 0 | 32 | 6 | 0 | 19 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Total | 39 | 34 | 0 | 0 | 0 | 73 | 0 | 67 | 38 | 0 | 0 | 105 | 26 | 0 | 37 | 1 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 8:00 AM | 13 | 6 | 0 | 0 | 0 | 19 | 0 | 15 | 7 | 0 | 0 | 22 | 3 | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 8:15 AM | 1 | 10 | 0 | 0 | 0 | 11 | 0 | 15 | 7 | 0 | 0 | 22 | 4 | 0 | 9 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Total | 14 | 16 | 0 | 0 | 0 | 30 | 0 | 30 | 14 | 0 | 0 | 44 | 7 | 0 | 15 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 14 | 20 | 0 | 0 | 0 | 34 | 0 | 8 | 8 | 0 | 1 | 16 | 8 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 3:15 PM | 10 | 10 | 0 | 0 | 0 | 20 | 0 | 6 | 8 | 0 | 0 | 14 | 8 | 0 | 9 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 3:30 PM | 13 | 22 | 0 | 0 | 0 | 35 | 0 | 10 | 4 | 0 | 0 | 14 | 2 | 0 | 10 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 3:45 PM | 11 | 18 | 0 | 0 | 0 | 29 | 0 | 7 | 0 | 0 | 0 | 7 | 2 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Total | 48 | 70 | 0 | 0 | 0 | 118 | 0 | 31 | 20 | 0 | 1 | 51 | 20 | 0 | 31 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 4:00 PM | 17 | 20 | 0 | 0 | 0 | 37 | 0 | 8 | 6 | 0 | 0 | 14 | 3 | 0 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 4:15 PM | 12 | 14 | 0 | 0 | 0 | 26 | 0 | 9 | 6 | 0 | 0 | 15 | 5 | 0 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 4:30 PM | 12 | 8 | 0 | 0 | 0 | 20 | 0 | 8 | 13 | 0 | 0 | 21 | 12 | 0 | 9 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 4:45 PM | 12 | 17 | 0 | 0 | 0 | 29 | 0 | 4 | 3 | 0 | 0 | 7 | 14 | 0 | 10 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Total | 53 | 59 | 0 | 0 | 0 | 112 | 0 | 29 | 28 | 0 | 0 | 57 | 34 | 0 | 30 | 0 | 2 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| Grand Total | 164 | 192 | 0 | 0 | 0 | 356 | 0 | 180 | 112 | 0 | 1 | 292 | 88 | 0 | 125 | 1 | 2 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 862 |
| Apprch % | 46.1 | 53.9 | 0.0 | 0.0 | 0.0 | | 0.0 | 61.6 | 38.4 | 0.0 | 0.3 | | 41.1 | 0.0 | 58.4 | 0.5 | 0.9 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 19.0 | 22.3 | 0.0 | 0.0 | 0.0 | 41.3 | 0.0 | 20.9 | 13.0 | 0.0 | 0.1 | 33.9 | 10.2 | 0.0 | 14.5 | 0.1 | 0.2 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 162 | 183 | 0 | 0 | | 345 | 0 | 174 | 94 | 0 | | 268 | 76 | 0 | 122 | 1 | | 199 | 0 | 0 | 0 | 0 | | 0 | 812 |
| % Cars, PU, Vans | 98.8 | 95.3 | 0.0 | 0.0 | | 96.9 | 0.0 | 96.7 | 83.9 | 0.0 | | 91.8 | 86.4 | 0.0 | 97.6 | 100.0 | | 93.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 94.2 |
| Heavy trucks | 2 | 9 | 0 | 0 | | 11 | 0 | 6 | 18 | 0 | | 24 | 12 | 0 | 3 | 0 | | 15 | 0 | 0 | 0 | 0 | | 0 | 50 |
| %Heavy trucks | 1.2 | 4.7 | 0.0 | 0.0 | | 3.1 | 0.0 | 3.3 | 16.1 | 0.0 | | 8.2 | 13.6 | 0.0 | 2.4 | 0.0 | | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 5.8 |

**Project ID:** 24-260054-003
**Location:** Wakeman Dr & Observation Rd
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Observation Rd Eastbound | | | | | Observation Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 13 | 8 | 0 | 0 | 21 | 0 | 15 | 12 | 0 | 27 | 6 | 0 | 9 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 64 |
| 7:15 AM | 7 | 11 | 0 | 0 | 18 | 0 | 10 | 3 | 0 | 13 | 11 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 47 |
| 7:30 AM | 13 | 9 | 0 | 0 | 22 | 0 | 21 | 12 | 0 | 33 | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 62 |
| 7:45 AM | 6 | 6 | 0 | 0 | 12 | 0 | 21 | 11 | 0 | 32 | 6 | 0 | 19 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 69 |
| Total Volume | 39 | 34 | 0 | 0 | 73 | 0 | 67 | 38 | 0 | 105 | 26 | 0 | 37 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 242 |
| % App. Total | 53.4 | 46.6 | 0.0 | 0.0 | 100 | 0.0 | 63.8 | 36.2 | 0.0 | 100 | 40.6 | 0.0 | 57.8 | 1.6 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.830 | | | | | 0.795 | | | | | 0.640 | | | | | | 0.877 |
| Cars, PU, Vans | 38 | 31 | 0 | 0 | 69 | 0 | 64 | 32 | 0 | 96 | 19 | 0 | 37 | 1 | 57 | 0 | 0 | 0 | 0 | 0 | 222 |
| % Cars, PU, Vans | 97.4 | 91.2 | 0.0 | 0.0 | 94.5 | 0.0 | 95.5 | 84.2 | 0.0 | 91.4 | 73.1 | 0.0 | 100.0 | 100.0 | 89.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.7 |
| Heavy trucks | 1 | 3 | 0 | 0 | 4 | 0 | 3 | 6 | 0 | 9 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 20 |
| %Heavy trucks | 2.6 | 8.8 | 0.0 | 0.0 | 5.5 | 0.0 | 4.5 | 15.8 | 0.0 | 8.6 | 26.9 | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 |

**PM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Observation Rd Eastbound | | | | | Observation Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 17 | 20 | 0 | 0 | 37 | 0 | 8 | 6 | 0 | 14 | 3 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 61 |
| 4:15 PM | 12 | 14 | 0 | 0 | 26 | 0 | 9 | 6 | 0 | 15 | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 50 |
| 4:30 PM | 12 | 8 | 0 | 0 | 20 | 0 | 8 | 13 | 0 | 21 | 12 | 0 | 9 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 62 |
| 4:45 PM | 12 | 17 | 0 | 0 | 29 | 0 | 4 | 3 | 0 | 7 | 14 | 0 | 10 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 60 |
| Total Volume | 53 | 59 | 0 | 0 | 112 | 0 | 29 | 28 | 0 | 57 | 34 | 0 | 30 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 233 |
| % App. Total | 47.3 | 52.7 | 0.0 | 0.0 | 100 | 0.0 | 50.9 | 49.1 | 0.0 | 100 | 53.1 | 0.0 | 46.9 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.757 | | | | | 0.679 | | | | | 0.667 | | | | | | 0.940 |
| Cars, PU, Vans | 53 | 58 | 0 | 0 | 111 | 0 | 27 | 24 | 0 | 51 | 33 | 0 | 29 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 224 |
| % Cars, PU, Vans | 100.0 | 98.3 | 0.0 | 0.0 | 99.1 | 0.0 | 93.1 | 85.7 | 0.0 | 89.5 | 97.1 | 0.0 | 96.7 | 0.0 | 96.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.1 |
| Heavy trucks | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| %Heavy trucks | 0.0 | 1.7 | 0.0 | 0.0 | 0.9 | 0.0 | 6.9 | 14.3 | 0.0 | 10.5 | 2.9 | 0.0 | 3.3 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 69 | 1 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| **APPROACH %'s :** | | | | | 1.41% | 0.00% | 97.18% | 1.41% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.670 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.763 |
| | | | | | | | 0.641 | | | | 0.670 | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 2 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 27 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 41 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 151 | 9 | 57 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 221 |
| **APPROACH %'s :** | | | | | 0.62% | 0.00% | 93.79% | 5.59% | 98.28% | 0.00% | 0.00% | 1.72% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 2 | 28 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 124 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.719 | 0.500 | 0.778 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.756 |
| | | | | | | | 0.712 | | | | 0.778 | | | | 0.500 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 62 | 1 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| **APPROACH %'s :** | | | | | 1.56% | 0.00% | 96.88% | 1.56% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.850 | 0.250 | 0.663 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.722 |
| | | | | | | | 0.875 | | | | 0.663 | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 39 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 8 | 52 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 204 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 94.67% | 5.33% | 98.11% | 0.00% | 0.00% | 1.89% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 118 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.733 | 0.500 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.756 |
| | | | | | | | 0.726 | | | | 0.750 | | | | 0.250 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/14/2024

## Data - HT

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.429 |
| | | | | | 0.250 | | | | 0.500 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 |
| **APPROACH %'s :** | | | | | 9.09% | 0.00% | 81.82% | 9.09% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.750 |
| | | | | | 0.500 | | | | 0.250 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | 0.250 | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas

**Project ID:** 24-260054-005
**Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Observation Rd | | Observation Rd | | Piper Ln/Observation Rd | | Piper Ln/Observation Rd | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **04:00 PM - 05:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Observation Rd & Piper Ln/Observation Rd

## Peak Hour Turning Movement Count

**ID:** 24-260054-005
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

| PEAK HOURS | | COUNT PERIODS |
|---|---|---|
| AM | 07:00 AM - 08:00 AM | 6:30 AM - 08:30 AM |
| NOON | NONE | NONE |
| PM | 04:00 PM - 05:00 PM | 3:00 PM - 05:00 PM |

### SOUTHBOUND — Observation Rd

| | Right | Through | Left | U-Turn | Departing |
|---|---|---|---|---|---|
| AM | 40 | 0 | 0 | 1 | 76 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 92 | 0 | 0 | 2 | 32 |
| Lanes | 0 | 1 | 0 | 0 | |

### WESTBOUND — Piper Ln/Observation Rd

| | PM | NOON | AM | Lanes |
|---|---|---|---|---|
| U-Turn | 2 | 0 | 0 | 0 |
| Through | 0 | 0 | 0 | 1 |
| Left | 0 | 0 | 0 | 0 |
| U-Turn | 0 | 0 | 0 | 0 |
| Departing | 0 | 0 | 0 | |

### EASTBOUND — Piper Ln/Observation Rd

| | AM | NOON | PM | Lanes |
|---|---|---|---|---|
| Departing | 40 | 0 | 92 | |
| U-Turn | 0 | 0 | 0 | 0 |
| Left | 75 | 0 | 28 | 0 |
| Through | 0 | 0 | 0 | 1 |
| Right | 0 | 0 | 0 | 0 |

### NORTHBOUND — Observation Rd

| | Departing | U-Turn | Left | Through | Right |
|---|---|---|---|---|---|
| Lanes | | 0 | 0 | 0 | 0 |
| PM | 0 | 0 | 0 | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 0 | 0 | 0 | 0 | 0 |

### CONTROL

1-Way Stop(SB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 116 | 0 | 124 |
| PHF | 0.76 | | 0.76 |

### Cars (AM)

SB: 34, 0, 0 — EB: 69, 0, 0 — WB: 0, 0, 0 — NB: 0, 0, 0

### HT (AM)

SB: 6, 0, 0 — EB: 6, 0, 0 — WB: 0, 0, 0 — NB: 0, 0, 0

### Cars (NOON)

SB: 0, 0, 0 — EB: 0, 0, 0 — WB: 0, 0, 0 — NB: 0, 0, 0

### HT (NOON)

SB: 0, 0, 0 — EB: 0, 0, 0 — WB: 0, 0, 0 — NB: 0, 0, 0

### Cars (PM)

SB: 88, 0, 0 — EB: 27, 0, 0 — WB: 1, 0, 0

### HT (PM)

SB: 4, 0, 0 — EB: 1, 0, 0 — WB: 1, 0, 0

### Pedestrians (Crosswalks)

| Crosswalk | AM | NOON | PM |
|---|---|---|---|
| North leg | 0 | 0 | 0 |
| South leg | 0 | 0 | 0 |
| West leg | 0 | 0 | 0 |
| East leg | 0 | 0 | 0 |
| Diagonals | 0 | 0 | 0 |

**Project ID:** 24-260054-005
**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Observation Rd Northbound | | | | | | Observation Rd Southbound | | | | | | Piper Ln/Observation Rd Eastbound | | | | | | Piper Ln/Observation Rd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 0 | 14 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 21 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 19 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 28 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 41 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 23 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 2 | 0 | 18 | 8 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 21 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 59 | 7 | 0 | 67 | 29 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 24 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 33 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 41 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 23 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 2 | 0 | 94 | 28 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 2 | 0 | 0 | 2 | 124 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 220 | 10 | 0 | 232 | 172 | 0 | 0 | 1 | 0 | 173 | 0 | 0 | 2 | 0 | 0 | 2 | 407 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.9 | 0.0 | 94.8 | 4.3 | 0.0 | | 99.4 | 0.0 | 0.0 | 0.6 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 54.1 | 2.5 | 0.0 | 57.0 | 42.3 | 0.0 | 0.0 | 0.2 | 0.0 | 42.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 204 | 9 | | 214 | 159 | 0 | 0 | 1 | | 160 | 0 | 0 | 1 | 0 | | 1 | 375 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 50.0 | 0.0 | 92.7 | 90.0 | | 92.2 | 92.4 | 0.0 | 0.0 | 100.0 | | 92.5 | 0.0 | 0.0 | 50.0 | 0.0 | | 50.0 | 92.1 |
| Heavy trucks | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 16 | 1 | | 18 | 13 | 0 | 0 | 0 | | 13 | 0 | 0 | 1 | 0 | | 1 | 32 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 50.0 | 0.0 | 7.3 | 10.0 | | 7.8 | 7.6 | 0.0 | 0.0 | 0.0 | | 7.5 | 0.0 | 0.0 | 50.0 | 0.0 | | 50.0 | 7.9 |

**Project ID:** 24-260054-005
**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Observation Rd Northbound | | | | | Observation Rd Southbound | | | | | Piper Ln/Observation Rd Eastbound | | | | | Piper Ln/Observation Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 10 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 38 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 41 | 75 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 116 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 97.6 | 2.4 | 100 | 100.0 | 0.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | | | | | | 0.641 | | | | | 0.670 | | | | | | 0.763 |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 35 | 69 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 104 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.0 | 100.0 | 85.4 | 92.0 | 0.0 | 0.0 | 0.0 | 92.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89.7 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 | 0.0 | 14.6 | 8.0 | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 |

**PM**

| | Observation Rd Northbound | | | | | Observation Rd Southbound | | | | | Piper Ln/Observation Rd Eastbound | | | | | Piper Ln/Observation Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 24 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 33 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 41 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 23 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 2 | 94 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 2 | 0 | 2 | 124 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 97.9 | 2.1 | 100 | 100.0 | 0.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 100.0 | 0.0 | 100 | |
| PHF | | | | | | | | | | 0.712 | | | | | 0.778 | | | | | 0.500 | 0.756 |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 2 | 90 | 27 | 0 | 0 | 0 | 27 | 0 | 0 | 1 | 0 | 1 | 118 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.7 | 100.0 | 95.7 | 96.4 | 0.0 | 0.0 | 0.0 | 96.4 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 95.2 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 6 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 4.3 | 3.6 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 4.8 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 2 | 13 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 AM | 3 | 12 | 0 | 0 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:00 AM | 2 | 23 | 0 | 0 | 0 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 AM | 0 | 23 | 0 | 0 | 0 | 8 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:30 AM | 0 | 22 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:45 AM | 4 | 16 | 0 | 0 | 0 | 15 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 8:00 AM | 2 | 23 | 0 | 0 | 0 | 11 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 8:15 AM | 2 | 15 | 0 | 0 | 0 | 7 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 15 | 147 | 0 | 0 | 0 | 75 | 36 | 0 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 291 |
| **APPROACH %'s :** | 9.26% | 90.74% | 0.00% | 0.00% | 0.00% | 67.57% | 32.43% | 0.00% | 88.89% | 0.00% | 11.11% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 6 | 84 | 0 | 0 | 0 | 46 | 19 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 167 |
| **PEAK HR FACTOR :** | 0.375 | 0.913 | 0.000 | 0.000 | 0.000 | 0.767 | 0.528 | 0.000 | 0.688 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.888 |
| | | 0.900 | | | | 0.677 | | | | 0.750 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 3 | 28 | 0 | 0 | 0 | 8 | 9 | 0 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 59 |
| 3:15 PM | 0 | 6 | 0 | 0 | 0 | 15 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 3:30 PM | 3 | 19 | 0 | 0 | 0 | 16 | 4 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 3:45 PM | 0 | 16 | 0 | 0 | 0 | 12 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 34 |
| 4:00 PM | 2 | 23 | 0 | 0 | 0 | 18 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 47 |
| 4:15 PM | 6 | 13 | 0 | 0 | 0 | 18 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 4:30 PM | 0 | 9 | 0 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 4:45 PM | 1 | 22 | 0 | 0 | 0 | 13 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 15 | 136 | 0 | 0 | 0 | 112 | 26 | 0 | 28 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 327 |
| **APPROACH %'s :** | 9.93% | 90.07% | 0.00% | 0.00% | 0.00% | 81.16% | 18.84% | 0.00% | 73.68% | 0.00% | 23.68% | 2.63% | | | | | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 11 | 71 | 0 | 0 | 0 | 64 | 9 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 172 |
| **PEAK HR FACTOR :** | 0.458 | 0.772 | 0.000 | 0.000 | 0.000 | 0.889 | 0.563 | 0.000 | 0.500 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.878 |
| | | 0.820 | | | | 0.913 | | | | 0.607 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 2 | 12 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:45 AM | 3 | 12 | 0 | 0 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:00 AM | 1 | 23 | 0 | 0 | 0 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:15 AM | 0 | 22 | 0 | 0 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:30 AM | 0 | 22 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:45 AM | 4 | 15 | 0 | 0 | 0 | 15 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 8:00 AM | 2 | 23 | 0 | 0 | 0 | 11 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 8:15 AM | 2 | 15 | 0 | 0 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 14 | 144 | 0 | 0 | 0 | 74 | 35 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 282 |
| **APPROACH %'s :** | 8.86% | 91.14% | 0.00% | 0.00% | 0.00% | 67.89% | 32.11% | 0.00% | 93.33% | 0.00% | 6.67% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 6 | 82 | 0 | 0 | 0 | 46 | 18 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 162 |
| **PEAK HR FACTOR :** | 0.375 | 0.891 | 0.000 | 0.000 | 0.000 | 0.767 | 0.500 | 0.000 | 0.563 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.880 |
| | 0.880 | | | | 0.667 | | | | 0.625 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 3 | 25 | 0 | 0 | 0 | 7 | 9 | 0 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 3:15 PM | 0 | 6 | 0 | 0 | 0 | 14 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 3:30 PM | 2 | 18 | 0 | 0 | 0 | 16 | 4 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| 3:45 PM | 0 | 15 | 0 | 0 | 0 | 11 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 4:00 PM | 2 | 22 | 0 | 0 | 0 | 17 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 4:15 PM | 5 | 13 | 0 | 0 | 0 | 17 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 4:30 PM | 0 | 9 | 0 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 4:45 PM | 1 | 22 | 0 | 0 | 0 | 13 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 13 | 130 | 0 | 0 | 0 | 107 | 25 | 0 | 28 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 313 |
| **APPROACH %'s :** | 9.09% | 90.91% | 0.00% | 0.00% | 0.00% | 81.06% | 18.94% | 0.00% | 73.68% | 0.00% | 23.68% | 2.63% | | | | | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 9 | 68 | 0 | 0 | 0 | 61 | 9 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 164 |
| **PEAK HR FACTOR :** | 0.450 | 0.773 | 0.000 | 0.000 | 0.000 | 0.897 | 0.563 | 0.000 | 0.500 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.872 |
| | 0.802 | | | | 0.875 | | | | 0.607 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/14/2024

## Data - HT

**AM**

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.313 |
| | | 0.500 | | | | 0.250 | | | | 0.250 | | | | | | | |

**PM**

| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **PEAK HR FACTOR :** | 0.500 | 0.750 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| | | 0.625 | | | | 0.750 | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | 0.250 | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 28.57% | 71.43% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 |
| | | 0.500 | | | | 0.375 | | | | 0.500 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas

**Project ID:** 24-260054-007
**Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd West (Northern) | | Harry J Parrish Blvd West (Northern) | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:15 AM - 08:15 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **03:30 PM - 04:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Harry J Parrish Blvd West (Northern)

## Peak Hour Turning Movement Count

**ID:** 24-260054-007
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 03:30 PM - 04:30 PM

**COUNT PERIODS**

AM: 6:30 AM - 08:30 AM
NOON: NONE
PM: 3:00 PM - 05:00 PM

**CONTROL:** 1-Way Stop(EB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 167 | 0 | 172 |
| PHF | 0.89 | | 0.88 |

### SOUTHBOUND (Wakeman Dr)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| AM | 19 | 46 | 0 | 0 | 95 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 9 | 64 | 0 | 0 | 83 |

### EASTBOUND (Harry J Parrish Blvd West (Northern))

| | AM | NOON | PM |
|---|---|---|---|
| Left | 25 | 0 | 20 |
| U-Turn | 0 | 0 | 0 |
| Thru | 11 | 0 | 12 |
| Right | 0 | 0 | 0 |
| Peds | 1 | 0 | 5 |

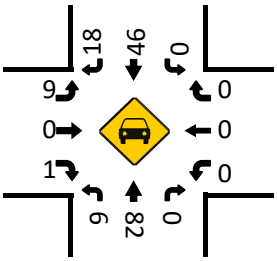
### WESTBOUND (Harry J Parrish Blvd West (Northern))

| | PM | NOON | AM |
|---|---|---|---|
| Left | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 |
| Right | 0 | 0 | 0 |
| U-Turn | 0 | 0 | 0 |
| Peds | 0 | 0 | 0 |

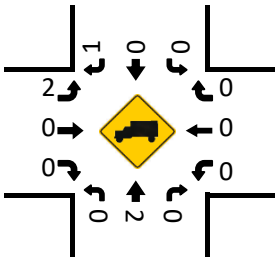
### NORTHBOUND (Wakeman Dr)

| | Peds | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|---|
| PM | 69 | 0 | 11 | 71 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 47 | 0 | 6 | 84 | 0 | AM |

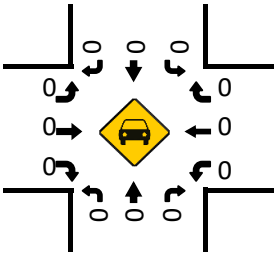
Cars (AM)



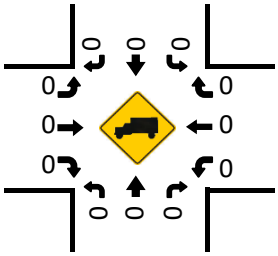

HT (AM)



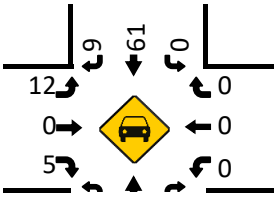

Cars (NOON)



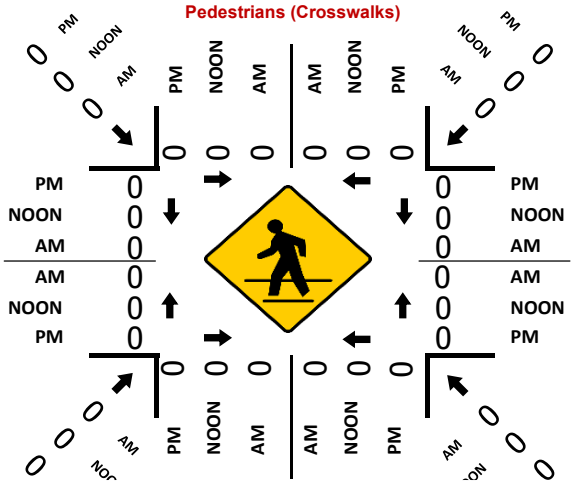

HT (NOON)



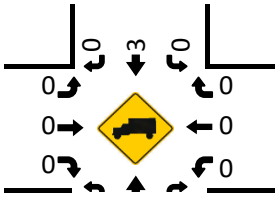

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



PM
PM

**Project ID:** 24-260054-007
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Harry J Parrish Blvd West (Northern) Eastbound | | | | | | Harry J Parrish Blvd West (Northern) Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 2 | 13 | 0 | 0 | 0 | 15 | 0 | 7 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 AM | 3 | 12 | 0 | 0 | 0 | 15 | 0 | 7 | 6 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Total | 5 | 25 | 0 | 0 | 0 | 30 | 0 | 14 | 9 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 7:00 AM | 2 | 23 | 0 | 0 | 0 | 25 | 0 | 8 | 6 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 AM | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 8 | 3 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:30 AM | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 12 | 4 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:45 AM | 4 | 16 | 0 | 0 | 0 | 20 | 0 | 15 | 9 | 0 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Total | 6 | 84 | 0 | 0 | 0 | 90 | 0 | 43 | 22 | 0 | 0 | 65 | 9 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 8:00 AM | 2 | 23 | 0 | 0 | 0 | 25 | 0 | 11 | 3 | 0 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 8:15 AM | 2 | 15 | 0 | 0 | 0 | 17 | 0 | 7 | 2 | 0 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Total | 4 | 38 | 0 | 0 | 0 | 42 | 0 | 18 | 5 | 0 | 0 | 23 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 3 | 28 | 0 | 0 | 0 | 31 | 0 | 8 | 9 | 0 | 0 | 17 | 8 | 0 | 2 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 3:15 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 15 | 3 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 3:30 PM | 3 | 19 | 0 | 0 | 0 | 22 | 0 | 16 | 4 | 0 | 0 | 20 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 3:45 PM | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 12 | 3 | 0 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Total | 6 | 69 | 0 | 0 | 0 | 75 | 0 | 51 | 19 | 0 | 0 | 70 | 20 | 0 | 5 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 4:00 PM | 2 | 23 | 0 | 0 | 0 | 25 | 0 | 18 | 1 | 0 | 0 | 19 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 4:15 PM | 6 | 13 | 0 | 0 | 0 | 19 | 0 | 18 | 1 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 4:30 PM | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 12 | 1 | 0 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 4:45 PM | 1 | 22 | 0 | 0 | 0 | 23 | 0 | 13 | 4 | 0 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Total | 9 | 67 | 0 | 0 | 0 | 76 | 0 | 61 | 7 | 0 | 0 | 68 | 8 | 0 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| Grand Total | 30 | 283 | 0 | 0 | 0 | 313 | 0 | 187 | 62 | 0 | 0 | 249 | 44 | 0 | 11 | 1 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 618 |
| Apprch % | 9.6 | 90.4 | 0.0 | 0.0 | 0.0 | | 0.0 | 75.1 | 24.9 | 0.0 | 0.0 | | 78.6 | 0.0 | 19.6 | 1.8 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 4.9 | 45.8 | 0.0 | 0.0 | 0.0 | 50.6 | 0.0 | 30.3 | 10.0 | 0.0 | 0.0 | 40.3 | 7.1 | 0.0 | 1.8 | 0.2 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 27 | 274 | 0 | 0 | | 301 | 0 | 181 | 60 | 0 | | 241 | 42 | 0 | 10 | 1 | | 53 | 0 | 0 | 0 | 0 | | 0 | 595 |
| % Cars, PU, Vans | 90.0 | 96.8 | 0.0 | 0.0 | | 96.2 | 0.0 | 96.8 | 96.8 | 0.0 | | 96.8 | 95.5 | 0.0 | 90.9 | 100.0 | | 94.6 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 96.3 |
| Heavy trucks | 3 | 9 | 0 | 0 | | 12 | 0 | 6 | 2 | 0 | | 8 | 2 | 0 | 1 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 23 |
| %Heavy trucks | 10.0 | 3.2 | 0.0 | 0.0 | | 3.8 | 0.0 | 3.2 | 3.2 | 0.0 | | 3.2 | 4.5 | 0.0 | 9.1 | 0.0 | | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 3.7 |

**Project ID:** 24-260054-007
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd West (Northern) Eastbound | | | | | Harry J Parrish Blvd West (Northern) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 23 | 0 | 0 | 23 | 0 | 8 | 3 | 0 | 11 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:30 AM | 0 | 22 | 0 | 0 | 22 | 0 | 12 | 4 | 0 | 16 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:45 AM | 4 | 16 | 0 | 0 | 20 | 0 | 15 | 9 | 0 | 24 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |
| 8:00 AM | 2 | 23 | 0 | 0 | 25 | 0 | 11 | 3 | 0 | 14 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 43 |
| Total Volume | 6 | 84 | 0 | 0 | 90 | 0 | 46 | 19 | 0 | 65 | 11 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 167 |
| % App. Total | 6.7 | 93.3 | 0.0 | 0.0 | 100 | 0.0 | 70.8 | 29.2 | 0.0 | 100 | 91.7 | 0.0 | 8.3 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.900 | | | | | 0.677 | | | | | 0.750 | | | | | | 0.888 |
| Cars, PU, Vans | 6 | 82 | 0 | 0 | 88 | 0 | 46 | 18 | 0 | 64 | 9 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 162 |
| % Cars, PU, Vans | 100.0 | 97.6 | 0.0 | 0.0 | 97.8 | 0.0 | 100.0 | 94.7 | 0.0 | 98.5 | 81.8 | 0.0 | 100.0 | 0.0 | 83.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 97.0 |
| Heavy trucks | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| %Heavy trucks | 0.0 | 2.4 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 5.3 | 0.0 | 1.5 | 18.2 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

**PM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd West (Northern) Eastbound | | | | | Harry J Parrish Blvd West (Northern) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 3:30 PM | 3 | 19 | 0 | 0 | 22 | 0 | 16 | 4 | 0 | 20 | 6 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 49 |
| 3:45 PM | 0 | 16 | 0 | 0 | 16 | 0 | 12 | 3 | 0 | 15 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 4:00 PM | 2 | 23 | 0 | 0 | 25 | 0 | 18 | 1 | 0 | 19 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |
| 4:15 PM | 6 | 13 | 0 | 0 | 19 | 0 | 18 | 1 | 0 | 19 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 42 |
| Total Volume | 11 | 71 | 0 | 0 | 82 | 0 | 64 | 9 | 0 | 73 | 12 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 172 |
| % App. Total | 13.4 | 86.6 | 0.0 | 0.0 | 100 | 0.0 | 87.7 | 12.3 | 0.0 | 100 | 70.6 | 0.0 | 29.4 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.820 | | | | | 0.913 | | | | | 0.607 | | | | | | 0.878 |
| Cars, PU, Vans | 9 | 68 | 0 | 0 | 77 | 0 | 61 | 9 | 0 | 70 | 12 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 164 |
| % Cars, PU, Vans | 81.8 | 95.8 | 0.0 | 0.0 | 93.9 | 0.0 | 95.3 | 100.0 | 0.0 | 95.9 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.3 |
| Heavy trucks | 2 | 3 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| %Heavy trucks | 18.2 | 4.2 | 0.0 | 0.0 | 6.1 | 0.0 | 4.7 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 22 |
| 6:45 AM | 0 | 1 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 14 | 1 | 29 |
| 7:00 AM | 2 | 3 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 22 | 0 | 41 |
| 7:15 AM | 1 | 3 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 33 |
| 7:30 AM | 1 | 1 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 21 | 0 | 42 |
| 7:45 AM | 1 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 21 | 0 | 46 |
| 8:00 AM | 0 | 1 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 23 | 0 | 41 |
| 8:15 AM | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 17 | 0 | 28 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 9 | 1 | 0 | 56 | 17 | 3 | 0 | 1 | 2 | 1 | 0 | 20 | 14 | 152 | 1 | 282 |
| **APPROACH %'s :** | 33.33% | 60.00% | 6.67% | 0.00% | 73.68% | 22.37% | 3.95% | 0.00% | 25.00% | 50.00% | 25.00% | 0.00% | 10.70% | 7.49% | 81.28% | 0.53% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 5 | 0 | 0 | 34 | 10 | 3 | 0 | 1 | 2 | 0 | 0 | 12 | 8 | 84 | 0 | 162 |
| **PEAK HR FACTOR :** | 0.750 | 0.417 | 0.000 | 0.000 | 0.773 | 0.500 | 0.750 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.400 | 0.913 | 0.000 | 0.880 |
| | 0.500 | | | | 0.783 | | | | 0.750 | | | | 0.897 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 6 | 2 | 0 | 9 | 1 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 1 | 15 | 0 | 47 |
| 3:15 PM | 0 | 0 | 2 | 0 | 13 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 26 |
| 3:30 PM | 0 | 4 | 5 | 0 | 14 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 14 | 0 | 44 |
| 3:45 PM | 1 | 1 | 1 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 15 | 0 | 38 |
| 4:00 PM | 1 | 3 | 3 | 0 | 19 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 21 | 0 | 52 |
| 4:15 PM | 0 | 2 | 2 | 0 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 40 |
| 4:30 PM | 0 | 4 | 4 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 5 | 0 | 29 |
| 4:45 PM | 1 | 6 | 1 | 0 | 11 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 40 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 26 | 20 | 0 | 107 | 13 | 1 | 0 | 19 | 7 | 4 | 0 | 7 | 3 | 106 | 0 | 316 |
| **APPROACH %'s :** | 6.12% | 53.06% | 40.82% | 0.00% | 88.43% | 10.74% | 0.83% | 0.00% | 63.33% | 23.33% | 13.33% | 0.00% | 6.03% | 2.59% | 91.38% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 10 | 11 | 0 | 62 | 7 | 0 | 0 | 3 | 5 | 4 | 0 | 2 | 1 | 67 | 0 | 174 |
| **PEAK HR FACTOR :** | 0.500 | 0.625 | 0.550 | 0.000 | 0.816 | 0.583 | 0.000 | 0.000 | 0.375 | 0.625 | 0.250 | 0.000 | 0.500 | 0.250 | 0.798 | 0.000 | 0.837 |
| | 0.639 | | | | 0.863 | | | | 0.600 | | | | 0.795 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 21 |
| 6:45 AM | 0 | 1 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 14 | 1 | 28 |
| 7:00 AM | 2 | 3 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 21 | 0 | 40 |
| 7:15 AM | 1 | 3 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 32 |
| 7:30 AM | 1 | 1 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 21 | 0 | 42 |
| 7:45 AM | 1 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 20 | 0 | 45 |
| 8:00 AM | 0 | 1 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 23 | 0 | 41 |
| 8:15 AM | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 17 | 0 | 27 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 9 | 1 | 0 | 56 | 16 | 3 | 0 | 1 | 2 | 1 | 0 | 19 | 14 | 148 | 1 | 276 |
| **APPROACH %'s :** | 33.33% | 60.00% | 6.67% | 0.00% | 74.67% | 21.33% | 4.00% | 0.00% | 25.00% | 50.00% | 25.00% | 0.00% | 10.44% | 7.69% | 81.32% | 0.55% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 5 | 0 | 0 | 34 | 10 | 3 | 0 | 1 | 2 | 0 | 0 | 12 | 8 | 82 | 0 | 160 |
| **PEAK HR FACTOR :** | 0.750 | 0.417 | 0.000 | 0.000 | 0.773 | 0.500 | 0.750 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.400 | 0.891 | 0.000 | 0.889 |
| | 0.500 | | | | 0.783 | | | | 0.750 | | | | 0.879 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 6 | 2 | 0 | 9 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 1 | 12 | 0 | 43 |
| 3:15 PM | 0 | 0 | 2 | 0 | 13 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 25 |
| 3:30 PM | 0 | 4 | 4 | 0 | 14 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 12 | 0 | 41 |
| 3:45 PM | 1 | 1 | 1 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 14 | 0 | 36 |
| 4:00 PM | 1 | 3 | 3 | 0 | 18 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 20 | 0 | 50 |
| 4:15 PM | 0 | 2 | 2 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 38 |
| 4:30 PM | 0 | 4 | 3 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 5 | 0 | 28 |
| 4:45 PM | 1 | 6 | 1 | 0 | 11 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 40 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 26 | 18 | 0 | 105 | 10 | 1 | 0 | 19 | 7 | 4 | 0 | 7 | 3 | 98 | 0 | 301 |
| **APPROACH %'s :** | 6.38% | 55.32% | 38.30% | 0.00% | 90.52% | 8.62% | 0.86% | 0.00% | 63.33% | 23.33% | 13.33% | 0.00% | 6.48% | 2.78% | 90.74% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 10 | 10 | 0 | 60 | 6 | 0 | 0 | 3 | 5 | 4 | 0 | 2 | 1 | 62 | 0 | 165 |
| **PEAK HR FACTOR :** | 0.500 | 0.625 | 0.625 | 0.000 | 0.833 | 0.500 | 0.000 | 0.000 | 0.375 | 0.625 | 0.250 | 0.000 | 0.500 | 0.250 | 0.775 | 0.000 | 0.825 |
| | 0.688 | | | | 0.868 | | | | 0.600 | | | | 0.774 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/14/2024

## Data - HT

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 6 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 20.00% | 0.00% | 80.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 |
| | | | | | | | | | | | | | | | 0.500 | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 40.00% | 60.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.750 |
| | | | 0.250 | | | | 0.750 | | | | | | | | 0.625 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | | 0.250 | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| **APPROACH %'s :** | 0.00% | 85.71% | 14.29% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.625 |
| | | 0.500 | | | | | | | | | | | | 0.250 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central) **Project ID:** 24-260054-008
**City:** Manassas **Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd East (Central) | | Harry J Parrish Blvd East (Central) | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:15 AM - 08:15 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **03:30 PM - 04:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Harry J Parrish Blvd East (Central)

## Peak Hour Turning Movement Count

**ID:** 24-260054-008
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 03:30 PM - 04:30 PM

**COUNT PERIODS**

AM: 6:30 AM - 08:30 AM
NOON: NONE
PM: 3:00 PM - 05:00 PM

**CONTROL:** 2-Way Stop(EB/WB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 162 | 0 | 174 |
| PHF | 0.88 | | 0.84 |

### SOUTHBOUND (Wakeman Dr)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| AM | 3 | 10 | 34 | 0 | 90 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 0 | 7 | 62 | 0 | 80 |

### EASTBOUND (Harry J Parrish Blvd East (Central))

| | AM | NOON | PM |
|---|---|---|---|
| Left | 14 | 0 | 3 |
| U-Turn | 0 | 0 | 0 |
| Thru | 1 | 0 | 3 |
| Right | 2 | 0 | 5 |
| Left | 0 | 0 | 4 |

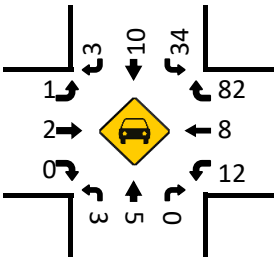
### WESTBOUND (Harry J Parrish Blvd East (Central))

| | PM | NOON | AM |
|---|---|---|---|
| Left | 67 | 0 | 84 |
| Thru | 1 | 0 | 8 |
| Right | 2 | 0 | 12 |
| U-Turn | 0 | 0 | 0 |
| | 78 | 0 | 36 |

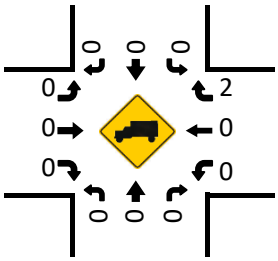
### NORTHBOUND (Wakeman Dr)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| PM | 13 | 0 | 2 | 10 | 11 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 22 | 0 | 3 | 5 | 0 |

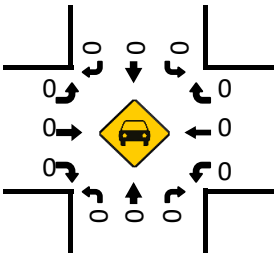
Cars (AM)



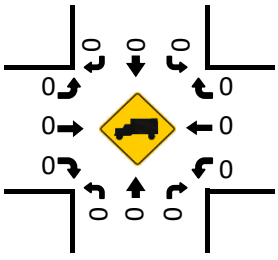

HT (AM)



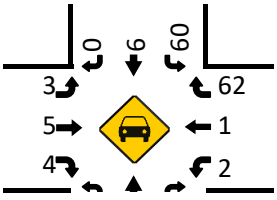

Cars (NOON)



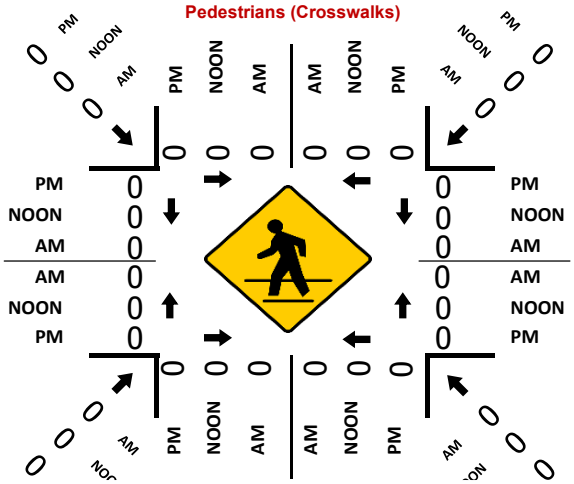

HT (NOON)



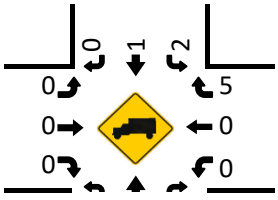

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



10
10
2
PM
NOL
PM
1
0
0

**Project ID:** 24-260054-008
**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Harry J Parrish Blvd East (Central) Eastbound | | | | | | Harry J Parrish Blvd East (Central) Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 22 |
| 6:45 AM | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 14 | 1 | 0 | 20 | 29 |
| Total | 0 | 1 | 1 | 0 | 0 | 2 | 10 | 4 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 29 | 1 | 0 | 35 | 51 |
| 7:00 AM | 2 | 3 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 22 | 0 | 0 | 27 | 41 |
| 7:15 AM | 1 | 3 | 0 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 19 | 0 | 0 | 20 | 33 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 2 | 11 | 1 | 1 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 21 | 0 | 0 | 26 | 42 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 2 | 21 | 0 | 0 | 29 | 46 |
| Total | 5 | 7 | 0 | 0 | 0 | 12 | 35 | 7 | 2 | 0 | 0 | 44 | 1 | 2 | 1 | 0 | 0 | 4 | 10 | 9 | 83 | 0 | 0 | 102 | 162 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 23 | 0 | 0 | 29 | 41 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 17 | 0 | 0 | 21 | 28 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 11 | 6 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 40 | 0 | 0 | 50 | 69 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 6 | 2 | 0 | 0 | 8 | 9 | 1 | 0 | 0 | 0 | 10 | 11 | 1 | 0 | 0 | 0 | 12 | 1 | 1 | 15 | 0 | 0 | 17 | 47 |
| 3:15 PM | 0 | 0 | 2 | 0 | 0 | 2 | 13 | 2 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 3 | 0 | 0 | 5 | 26 |
| 3:30 PM | 0 | 4 | 5 | 0 | 0 | 9 | 14 | 3 | 0 | 0 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 14 | 0 | 0 | 15 | 44 |
| 3:45 PM | 1 | 1 | 1 | 0 | 0 | 3 | 13 | 1 | 0 | 0 | 0 | 14 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 1 | 15 | 0 | 0 | 16 | 38 |
| Total | 1 | 11 | 10 | 0 | 0 | 22 | 49 | 7 | 0 | 0 | 0 | 56 | 17 | 3 | 4 | 0 | 0 | 24 | 3 | 3 | 47 | 0 | 0 | 53 | 155 |
| 4:00 PM | 1 | 3 | 3 | 0 | 0 | 7 | 19 | 1 | 0 | 0 | 0 | 20 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 21 | 0 | 0 | 22 | 52 |
| 4:15 PM | 0 | 2 | 2 | 0 | 0 | 4 | 16 | 2 | 0 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 17 | 40 |
| 4:30 PM | 0 | 4 | 4 | 0 | 0 | 8 | 12 | 1 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 0 | 0 | 7 | 29 |
| 4:45 PM | 1 | 6 | 1 | 0 | 0 | 8 | 11 | 2 | 1 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 16 | 0 | 0 | 17 | 40 |
| Total | 2 | 15 | 10 | 0 | 0 | 27 | 58 | 6 | 1 | 0 | 0 | 65 | 2 | 4 | 0 | 0 | 0 | 6 | 4 | 0 | 59 | 0 | 0 | 63 | 161 |
| Grand Total | 8 | 35 | 21 | 0 | 0 | 64 | 163 | 30 | 4 | 0 | 0 | 197 | 20 | 9 | 5 | 0 | 0 | 34 | 27 | 17 | 258 | 1 | 0 | 303 | 598 |
| Apprch % | 12.5 | 54.7 | 32.8 | 0.0 | 0.0 | | 82.7 | 15.2 | 2.0 | 0.0 | 0.0 | | 58.8 | 26.5 | 14.7 | 0.0 | 0.0 | | 8.9 | 5.6 | 85.1 | 0.3 | 0.0 | | |
| Total % | 1.3 | 5.9 | 3.5 | 0.0 | 0.0 | 10.7 | 27.3 | 5.0 | 0.7 | 0.0 | 0.0 | 32.9 | 3.3 | 1.5 | 0.8 | 0.0 | 0.0 | 5.7 | 4.5 | 2.8 | 43.1 | 0.2 | 0.0 | 50.7 | |
| Cars, PU, Vans | 8 | 35 | 19 | 0 | | 62 | 161 | 26 | 4 | 0 | | 191 | 20 | 9 | 5 | 0 | | 34 | 26 | 17 | 246 | 1 | | 290 | 577 |
| % Cars, PU, Vans | 100.0 | 100.0 | 90.5 | 0.0 | | 96.9 | 98.8 | 86.7 | 100.0 | 0.0 | | 97.0 | 100.0 | 100.0 | 100.0 | 0.0 | | 100.0 | 96.3 | 100.0 | 95.3 | 100.0 | | 95.7 | 96.5 |
| Heavy trucks | 0 | 0 | 2 | 0 | | 2 | 2 | 4 | 0 | 0 | | 6 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 12 | 0 | | 13 | 21 |
| %Heavy trucks | 0.0 | 0.0 | 9.5 | 0.0 | | 3.1 | 1.2 | 13.3 | 0.0 | 0.0 | | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 3.7 | 0.0 | 4.7 | 0.0 | | 4.3 | 3.5 |

**Project ID:** 24-260054-008
**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd East (Central) Eastbound | | | | | Harry J Parrish Blvd East (Central) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 1 | 3 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 19 | 0 | 20 | 33 |
| 7:30 AM | 1 | 1 | 0 | 0 | 2 | 11 | 1 | 1 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 21 | 0 | 26 | 42 |
| 7:45 AM | 1 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 6 | 2 | 21 | 0 | 29 | 46 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 6 | 4 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 23 | 0 | 29 | 41 |
| Total Volume | 3 | 5 | 0 | 0 | 8 | 34 | 10 | 3 | 0 | 47 | 1 | 2 | 0 | 0 | 3 | 12 | 8 | 84 | 0 | 104 | 162 |
| % App. Total | 37.5 | 62.5 | 0.0 | 0.0 | 100 | 72.3 | 21.3 | 6.4 | 0.0 | 100 | 33.3 | 66.7 | 0.0 | 0.0 | 100 | 11.5 | 7.7 | 80.8 | 0.0 | 100 | |
| PHF | | | | | 0.500 | | | | | 0.783 | | | | | 0.750 | | | | | 0.897 | 0.880 |
| Cars, PU, Vans | 3 | 5 | 0 | 0 | 8 | 34 | 10 | 3 | 0 | 47 | 1 | 2 | 0 | 0 | 3 | 12 | 8 | 82 | 0 | 102 | 160 |
| % Cars, PU, Vans | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 97.6 | 0.0 | 98.1 | 98.8 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 1.9 | 1.2 |

**PM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd East (Central) Eastbound | | | | | Harry J Parrish Blvd East (Central) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 3:30 PM | 0 | 4 | 5 | 0 | 9 | 14 | 3 | 0 | 0 | 17 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 14 | 0 | 15 | 44 |
| 3:45 PM | 1 | 1 | 1 | 0 | 3 | 13 | 1 | 0 | 0 | 14 | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 15 | 0 | 16 | 38 |
| 4:00 PM | 1 | 3 | 3 | 0 | 7 | 19 | 1 | 0 | 0 | 20 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 21 | 0 | 22 | 52 |
| 4:15 PM | 0 | 2 | 2 | 0 | 4 | 16 | 2 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 17 | 40 |
| Total Volume | 2 | 10 | 11 | 0 | 23 | 62 | 7 | 0 | 0 | 69 | 3 | 5 | 4 | 0 | 12 | 2 | 1 | 67 | 0 | 70 | 174 |
| % App. Total | 8.7 | 43.5 | 47.8 | 0.0 | 100 | 89.9 | 10.1 | 0.0 | 0.0 | 100 | 25.0 | 41.7 | 33.3 | 0.0 | 100 | 2.9 | 1.4 | 95.7 | 0.0 | 100 | |
| PHF | | | | | 0.639 | | | | | 0.863 | | | | | 0.600 | | | | | 0.795 | 0.837 |
| Cars, PU, Vans | 2 | 10 | 10 | 0 | 22 | 60 | 6 | 0 | 0 | 66 | 3 | 5 | 4 | 0 | 12 | 2 | 1 | 62 | 0 | 65 | 165 |
| % Cars, PU, Vans | 100.0 | 100.0 | 90.9 | 0.0 | 95.7 | 96.8 | 85.7 | 0.0 | 0.0 | 95.7 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 92.5 | 0.0 | 92.9 | 94.8 |
| Heavy trucks | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 9 |
| %Heavy trucks | 0.0 | 0.0 | 9.1 | 0.0 | 4.3 | 3.2 | 14.3 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 7.1 | 5.2 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 14 | 0 | 31 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 6:45 AM | 0 | 0 | 0 | 0 | 12 | 0 | 38 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 75 |
| 7:00 AM | 0 | 0 | 0 | 0 | 13 | 0 | 56 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 101 |
| 7:15 AM | 0 | 0 | 0 | 0 | 11 | 0 | 53 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 76 |
| 7:30 AM | 0 | 0 | 0 | 0 | 10 | 0 | 45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 61 |
| 7:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 63 |
| 8:00 AM | 0 | 0 | 0 | 0 | 8 | 0 | 32 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 52 |
| 8:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 25 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 39 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 78 | 0 | 325 | 0 | 86 | 7 | 0 | 0 | 0 | 1 | 23 | 0 | 520 |
| **APPROACH %'s :** | | | | | 19.35% | 0.00% | 80.65% | 0.00% | 92.47% | 7.53% | 0.00% | 0.00% | 0.00% | 4.17% | 95.83% | 0.00% | |
| **PEAK HR :** | 06:45 AM - 07:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 46 | 0 | 192 | 0 | 52 | 2 | 0 | 0 | 0 | 0 | 21 | 0 | 313 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.885 | 0.000 | 0.857 | 0.000 | 0.481 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | 0.000 | 0.775 |
| | | | | | 0.862 | | | | 0.466 | | | | 0.438 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 43 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 45 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 29 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 56 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 52 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 36 | 0 | 0 | 0 | 0 | 2 | 18 | 0 | 66 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 50 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 36 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 35 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 3 | 0 | 101 | 0 | 202 | 3 | 0 | 0 | 0 | 5 | 69 | 0 | 383 |
| **APPROACH %'s :** | | | | | 2.88% | 0.00% | 97.12% | 0.00% | 98.54% | 1.46% | 0.00% | 0.00% | 0.00% | 6.76% | 93.24% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 54 | 0 | 117 | 0 | 0 | 0 | 0 | 4 | 48 | 0 | 224 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.643 | 0.000 | 0.813 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.667 | 0.000 | 0.848 |
| | | | | | 0.655 | | | | 0.813 | | | | 0.650 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 14 | 0 | 26 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 6:45 AM | 0 | 0 | 0 | 0 | 12 | 0 | 36 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 65 |
| 7:00 AM | 0 | 0 | 0 | 0 | 13 | 0 | 52 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 75 |
| 7:15 AM | 0 | 0 | 0 | 0 | 11 | 0 | 52 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 72 |
| 7:30 AM | 0 | 0 | 0 | 0 | 10 | 0 | 41 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 57 |
| 7:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 42 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 59 |
| 8:00 AM | 0 | 0 | 0 | 0 | 8 | 0 | 31 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 50 |
| 8:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 36 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 78 | 0 | 303 | 0 | 45 | 7 | 0 | 0 | 0 | 1 | 23 | 0 | 457 |
| **APPROACH %'s :** | | | | | 20.47% | 0.00% | 79.53% | 0.00% | 86.54% | 13.46% | 0.00% | 0.00% | 0.00% | 4.17% | 95.83% | 0.00% | |
| **PEAK HR :** | 06:45 AM - 07:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 46 | 0 | 181 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 21 | 0 | 269 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.885 | 0.000 | 0.870 | 0.000 | 0.950 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | 0.000 | 0.897 |
| | | | | | | | 0.873 | | | | 0.750 | | | | 0.438 | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 39 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 42 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 29 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 51 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 22 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 46 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 34 | 0 | 0 | 0 | 0 | 2 | 18 | 0 | 64 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 47 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 32 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 33 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 2 | 0 | 84 | 0 | 195 | 3 | 0 | 0 | 0 | 5 | 65 | 0 | 354 |
| **APPROACH %'s :** | | | | | 2.33% | 0.00% | 97.67% | 0.00% | 98.48% | 1.52% | 0.00% | 0.00% | 0.00% | 7.14% | 92.86% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 113 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 208 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.719 | 0.000 | 0.831 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.625 | 0.000 | 0.813 |
| | | | | | | | 0.719 | | | | 0.831 | | | | 0.613 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/14/2024

## Data - HT

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | **06:45 AM - 07:45 AM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.423 |
| | | | | | | | 0.688 | | | | 0.375 | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 29 |
| **APPROACH %'s :** | | | | | 5.56% | 0.00% | 94.44% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | **03:30 PM - 04:30 PM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.400 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.667 |
| | | | | | | | 0.450 | | | | 0.500 | | | | 0.250 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 06:45 AM - 07:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 03:30 PM - 04:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | | 0.500 | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas

**Project ID:** 24-260054-009
**Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Clover Hill Rd | | Clover Hill Rd | | Harry J Parrish Blvd | | Harry J Parrish Blvd | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **06:45 AM - 07:45 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **03:30 PM - 04:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Clover Hill Rd & Harry J Parrish Blvd

## Peak Hour Turning Movement Count

**ID:** 24-260054-009
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 06:45 AM - 07:45 AM | 6:30 AM - 08:30 AM |
| NONE | NONE |
| 03:30 PM - 04:30 PM | 3:00 PM - 05:00 PM |

### SOUTHBOUND (Clover Hill Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 192 | 0 | 46 | 0 | 73 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 54 | 0 | 1 | 0 | 165 | PM |

### EASTBOUND (Harry J Parrish Blvd)

| AM | NOON | PM | |
|---|---|---|---|
| 192 | 0 | 58 | |
| 0 | 0 | 0 | 0 |
| 52 | 0 | 117 | 0.5 |
| 2 | 0 | 0 | 0.5 |
| 0 | 0 | 0 | 0 |
| AM | NOON | PM | |

### WESTBOUND (Harry J Parrish Blvd)

| PM | NOON | AM | |
|---|---|---|---|
| 48 | 0 | 21 | 1 |
| 4 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 48 | |
| PM | NOON | AM | |

### NORTHBOUND (Clover Hill Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

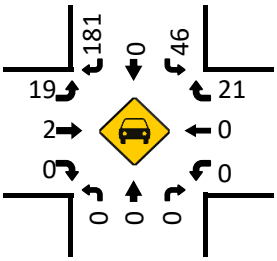
### CONTROL

2-Way Stop(EB/WB)

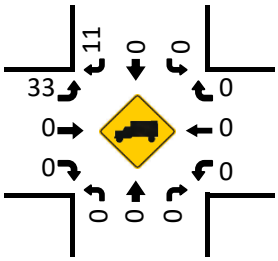
| | AM | NOON | PM |
|---|---|---|---|
| TEV | 313 | 0 | 224 |
| PHF | 0.77 | | 0.85 |

1 0 1 0 — 0 0 0 0

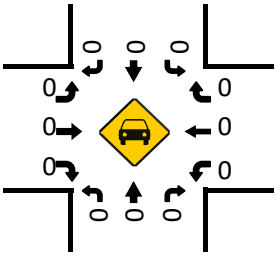
### Cars (AM)



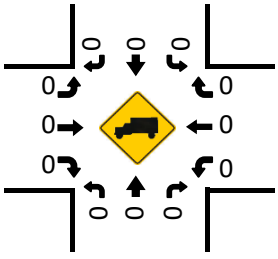

### HT (AM)



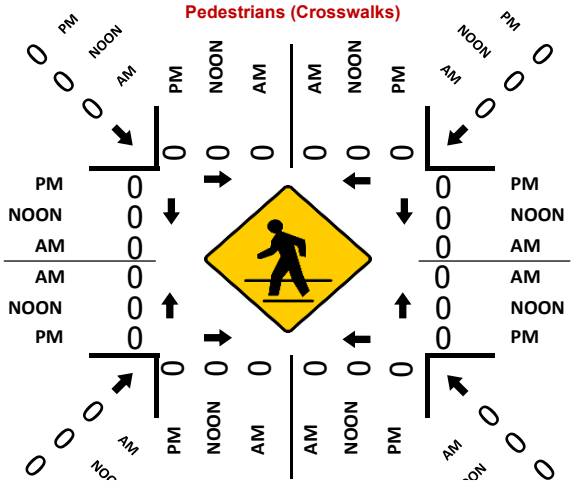

### Cars (NOON)



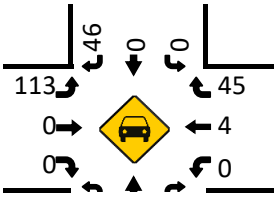

### HT (NOON)



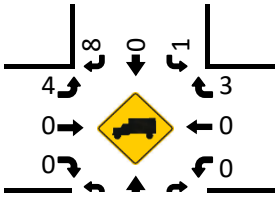

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



**Project ID:** 24-260054-009
**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Clover Hill Rd Northbound | | | | | | Clover Hill Rd Southbound | | | | | | Harry J Parrish Blvd Eastbound | | | | | | Harry J Parrish Blvd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 31 | 0 | 0 | 45 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 38 | 0 | 0 | 50 | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 12 | 0 | 0 | 12 | 75 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 69 | 0 | 0 | 95 | 20 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 12 | 0 | 0 | 12 | 128 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 56 | 0 | 0 | 69 | 27 | 2 | 0 | 0 | 0 | 29 | 0 | 0 | 3 | 0 | 0 | 3 | 101 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 53 | 0 | 0 | 64 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 5 | 76 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 45 | 0 | 0 | 55 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 61 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 45 | 0 | 0 | 49 | 11 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 63 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 199 | 0 | 0 | 237 | 50 | 4 | 0 | 0 | 0 | 54 | 0 | 0 | 10 | 0 | 0 | 10 | 301 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 32 | 0 | 0 | 40 | 11 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 52 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 25 | 0 | 0 | 31 | 5 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 39 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 57 | 0 | 0 | 71 | 16 | 2 | 0 | 0 | 0 | 18 | 0 | 1 | 1 | 0 | 0 | 2 | 91 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 12 | 20 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 10 | 0 | 0 | 10 | 43 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 28 | 1 | 0 | 0 | 0 | 29 | 0 | 0 | 8 | 0 | 0 | 8 | 45 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 29 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 16 | 0 | 0 | 17 | 56 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 23 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 7 | 0 | 0 | 8 | 52 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 49 | 0 | 0 | 51 | 100 | 2 | 0 | 0 | 0 | 102 | 0 | 2 | 41 | 0 | 0 | 43 | 196 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 36 | 0 | 0 | 0 | 0 | 36 | 0 | 2 | 18 | 0 | 0 | 20 | 66 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 0 | 14 | 29 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 7 | 0 | 0 | 7 | 50 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 21 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 2 | 0 | 0 | 2 | 36 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 16 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 1 | 0 | 0 | 2 | 35 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 52 | 0 | 0 | 53 | 102 | 1 | 0 | 0 | 0 | 103 | 0 | 3 | 28 | 0 | 0 | 31 | 187 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 426 | 0 | 0 | 507 | 288 | 10 | 0 | 0 | 0 | 298 | 0 | 6 | 92 | 0 | 0 | 98 | 903 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 16.0 | 0.0 | 84.0 | 0.0 | 0.0 | | 96.6 | 3.4 | 0.0 | 0.0 | 0.0 | | 0.0 | 6.1 | 93.9 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 47.2 | 0.0 | 0.0 | 56.1 | 31.9 | 1.1 | 0.0 | 0.0 | 0.0 | 33.0 | 0.0 | 0.7 | 10.2 | 0.0 | 0.0 | 10.9 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | | 0 | 80 | 0 | 387 | 0 | | 467 | 240 | 10 | 0 | 0 | | 250 | 0 | 6 | 88 | 0 | | 94 | 811 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.8 | 0.0 | 90.8 | 0.0 | | 92.1 | 83.3 | 100.0 | 0.0 | 0.0 | | 83.9 | 0.0 | 100.0 | 95.7 | 0.0 | | 95.9 | 89.8 |
| Heavy trucks | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 39 | 0 | | 40 | 48 | 0 | 0 | 0 | | 48 | 0 | 0 | 4 | 0 | | 4 | 92 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.2 | 0.0 | 9.2 | 0.0 | | 7.9 | 16.7 | 0.0 | 0.0 | 0.0 | | 16.1 | 0.0 | 0.0 | 4.3 | 0.0 | | 4.1 | 10.2 |

**Project ID:** 24-260054-009
**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Clover Hill Rd Northbound | | | | | Clover Hill Rd Southbound | | | | | Harry J Parrish Blvd Eastbound | | | | | Harry J Parrish Blvd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 38 | 0 | 50 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 12 | 0 | 12 | 75 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 56 | 0 | 69 | 27 | 2 | 0 | 0 | 29 | 0 | 0 | 3 | 0 | 3 | 101 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 53 | 0 | 64 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 5 | 76 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 45 | 0 | 55 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 61 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 192 | 0 | 238 | 52 | 2 | 0 | 0 | 54 | 0 | 0 | 21 | 0 | 21 | 313 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 19.3 | 0.0 | 80.7 | 0.0 | 100 | 96.3 | 3.7 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 100.0 | 0.0 | 100 | |
| PHF | | | | | | | | | | 0.862 | | | | | 0.466 | | | | | 0.438 | 0.775 |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 181 | 0 | 227 | 19 | 2 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 21 | 269 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 94.3 | 0.0 | 95.4 | 36.5 | 100.0 | 0.0 | 0.0 | 38.9 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 85.9 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 44 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 4.6 | 63.5 | 0.0 | 0.0 | 0.0 | 61.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 |

**PM**

| | Clover Hill Rd Northbound | | | | | Clover Hill Rd Southbound | | | | | Harry J Parrish Blvd Eastbound | | | | | Harry J Parrish Blvd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 29 | 0 | 0 | 0 | 29 | 0 | 1 | 16 | 0 | 17 | 56 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 21 | 23 | 0 | 0 | 0 | 23 | 0 | 1 | 7 | 0 | 8 | 52 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 36 | 0 | 0 | 0 | 36 | 0 | 2 | 18 | 0 | 20 | 66 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 14 | 29 | 0 | 0 | 0 | 29 | 0 | 0 | 7 | 0 | 7 | 50 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 54 | 0 | 55 | 117 | 0 | 0 | 0 | 117 | 0 | 4 | 48 | 0 | 52 | 224 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1.8 | 0.0 | 98.2 | 0.0 | 100 | 100.0 | 0.0 | 0.0 | 0.0 | 100 | 0.0 | 7.7 | 92.3 | 0.0 | 100 | |
| PHF | | | | | | | | | | 0.655 | | | | | 0.813 | | | | | 0.650 | 0.848 |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 46 | 113 | 0 | 0 | 0 | 113 | 0 | 4 | 45 | 0 | 49 | 208 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.2 | 0.0 | 83.6 | 96.6 | 0.0 | 0.0 | 0.0 | 96.6 | 0.0 | 100.0 | 93.8 | 0.0 | 94.2 | 92.9 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 9 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 16 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 14.8 | 0.0 | 16.4 | 3.4 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 6.3 | 0.0 | 5.8 | 7.1 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 5 | 1 | 2 | 0 | 10 | 7 | 33 | 0 | 8 | 274 | 20 | 0 | 19 | 471 | 11 | 0 | 861 |
| 6:45 AM | 13 | 2 | 6 | 0 | 8 | 9 | 41 | 0 | 8 | 248 | 25 | 0 | 17 | 405 | 10 | 0 | 792 |
| 7:00 AM | 21 | 2 | 7 | 0 | 17 | 7 | 60 | 1 | 15 | 228 | 32 | 0 | 28 | 392 | 8 | 0 | 818 |
| 7:15 AM | 9 | 1 | 6 | 0 | 9 | 6 | 48 | 0 | 9 | 322 | 27 | 0 | 31 | 441 | 7 | 0 | 916 |
| 7:30 AM | 1 | 0 | 5 | 0 | 8 | 4 | 35 | 0 | 10 | 327 | 29 | 1 | 22 | 417 | 10 | 0 | 869 |
| 7:45 AM | 3 | 3 | 5 | 0 | 11 | 8 | 39 | 0 | 9 | 337 | 20 | 0 | 21 | 470 | 9 | 2 | 937 |
| 8:00 AM | 4 | 0 | 8 | 0 | 10 | 7 | 41 | 0 | 12 | 314 | 12 | 0 | 21 | 362 | 14 | 0 | 805 |
| 8:15 AM | 4 | 0 | 2 | 0 | 4 | 1 | 44 | 0 | 13 | 295 | 13 | 0 | 19 | 379 | 13 | 0 | 787 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 60 | 9 | 41 | 0 | 77 | 49 | 341 | 1 | 84 | 2345 | 178 | 1 | 178 | 3337 | 82 | 2 | 6785 |
| **APPROACH %'s :** | 54.55% | 8.18% | 37.27% | 0.00% | 16.45% | 10.47% | 72.86% | 0.21% | 3.22% | 89.92% | 6.83% | 0.04% | 4.95% | 92.72% | 2.28% | 0.06% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 6 | 23 | 0 | 45 | 25 | 182 | 1 | 43 | 1214 | 108 | 1 | 102 | 1720 | 34 | 2 | 3540 |
| **PEAK HR FACTOR :** | 0.405 | 0.500 | 0.821 | 0.000 | 0.662 | 0.781 | 0.758 | 0.250 | 0.717 | 0.901 | 0.844 | 0.250 | 0.823 | 0.915 | 0.850 | 0.250 | 0.945 |
| | 0.525 | | | | 0.744 | | | | 0.931 | | | | 0.925 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 17 | 2 | 11 | 0 | 11 | 2 | 29 | 0 | 32 | 394 | 4 | 1 | 6 | 321 | 14 | 0 | 844 |
| 3:15 PM | 15 | 4 | 16 | 0 | 12 | 3 | 30 | 0 | 35 | 432 | 3 | 2 | 4 | 333 | 12 | 1 | 902 |
| 3:30 PM | 21 | 7 | 13 | 0 | 15 | 1 | 25 | 0 | 40 | 448 | 4 | 0 | 3 | 363 | 15 | 2 | 957 |
| 3:45 PM | 11 | 5 | 19 | 0 | 11 | 6 | 25 | 0 | 39 | 523 | 10 | 0 | 5 | 369 | 12 | 2 | 1037 |
| 4:00 PM | 20 | 5 | 29 | 0 | 11 | 0 | 35 | 0 | 41 | 513 | 3 | 0 | 9 | 350 | 11 | 1 | 1028 |
| 4:15 PM | 8 | 6 | 22 | 0 | 11 | 2 | 28 | 0 | 46 | 550 | 4 | 0 | 6 | 308 | 17 | 4 | 1012 |
| 4:30 PM | 3 | 9 | 11 | 0 | 10 | 0 | 32 | 0 | 43 | 479 | 3 | 0 | 9 | 365 | 13 | 0 | 977 |
| 4:45 PM | 3 | 3 | 11 | 0 | 12 | 4 | 27 | 0 | 37 | 511 | 6 | 0 | 7 | 316 | 18 | 0 | 955 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 98 | 41 | 132 | 0 | 93 | 18 | 231 | 0 | 313 | 3850 | 37 | 3 | 49 | 2725 | 112 | 10 | 7712 |
| **APPROACH %'s :** | 36.16% | 15.13% | 48.71% | 0.00% | 27.19% | 5.26% | 67.54% | 0.00% | 7.45% | 91.60% | 0.88% | 0.07% | 1.69% | 94.10% | 3.87% | 0.35% | |
| **PEAK HR :** | 03:45 PM - 04:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 42 | 25 | 81 | 0 | 43 | 8 | 120 | 0 | 169 | 2065 | 20 | 0 | 29 | 1392 | 53 | 7 | 4054 |
| **PEAK HR FACTOR :** | 0.525 | 0.694 | 0.698 | 0.000 | 0.977 | 0.333 | 0.857 | 0.000 | 0.918 | 0.939 | 0.500 | 0.000 | 0.806 | 0.943 | 0.779 | 0.438 | 0.977 |
| | 0.685 | | | | 0.929 | | | | 0.939 | | | | 0.954 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 1 | 1 | 0 | 9 | 7 | 31 | 0 | 6 | 238 | 17 | 0 | 17 | 438 | 9 | 0 | 774 |
| 6:45 AM | 7 | 2 | 6 | 0 | 7 | 9 | 40 | 0 | 7 | 211 | 23 | 0 | 16 | 389 | 9 | 0 | 726 |
| 7:00 AM | 3 | 2 | 3 | 0 | 15 | 7 | 57 | 1 | 13 | 197 | 31 | 0 | 26 | 359 | 8 | 0 | 722 |
| 7:15 AM | 4 | 1 | 6 | 0 | 8 | 6 | 47 | 0 | 8 | 272 | 27 | 0 | 30 | 408 | 6 | 0 | 823 |
| 7:30 AM | 1 | 0 | 5 | 0 | 8 | 4 | 35 | 0 | 10 | 285 | 29 | 1 | 18 | 391 | 10 | 0 | 797 |
| 7:45 AM | 2 | 3 | 5 | 0 | 10 | 8 | 39 | 0 | 8 | 289 | 18 | 0 | 20 | 419 | 9 | 1 | 831 |
| 8:00 AM | 3 | 0 | 8 | 0 | 9 | 7 | 40 | 0 | 11 | 264 | 11 | 0 | 21 | 331 | 10 | 0 | 715 |
| 8:15 AM | 3 | 0 | 2 | 0 | 4 | 1 | 42 | 0 | 13 | 252 | 13 | 0 | 17 | 346 | 13 | 0 | 706 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 23 | 9 | 36 | 0 | 70 | 49 | 331 | 1 | 76 | 2008 | 169 | 1 | 165 | 3081 | 74 | 1 | 6094 |
| **APPROACH %'s :** | 33.82% | 13.24% | 52.94% | 0.00% | 15.52% | 10.86% | 73.39% | 0.22% | 3.37% | 89.09% | 7.50% | 0.04% | 4.97% | 92.77% | 2.23% | 0.03% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 10 | 6 | 19 | 0 | 41 | 25 | 178 | 1 | 39 | 1043 | 105 | 1 | 94 | 1577 | 33 | 1 | 3173 |
| **PEAK HR FACTOR :** | 0.625 | 0.500 | 0.792 | 0.000 | 0.683 | 0.781 | 0.781 | 0.250 | 0.750 | 0.902 | 0.847 | 0.250 | 0.783 | 0.941 | 0.825 | 0.250 | 0.955 |
| | 0.795 | | | | 0.766 | | | | 0.914 | | | | 0.949 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 17 | 2 | 11 | 0 | 11 | 2 | 29 | 0 | 32 | 367 | 1 | 1 | 5 | 275 | 10 | 0 | 763 |
| 3:15 PM | 15 | 4 | 15 | 0 | 12 | 3 | 28 | 0 | 35 | 395 | 2 | 0 | 4 | 307 | 10 | 1 | 831 |
| 3:30 PM | 18 | 7 | 13 | 0 | 15 | 0 | 25 | 0 | 40 | 411 | 3 | 0 | 3 | 312 | 13 | 1 | 861 |
| 3:45 PM | 10 | 5 | 18 | 0 | 11 | 6 | 25 | 0 | 39 | 493 | 6 | 0 | 4 | 318 | 9 | 2 | 946 |
| 4:00 PM | 19 | 5 | 28 | 0 | 10 | 0 | 34 | 0 | 40 | 484 | 3 | 0 | 9 | 294 | 9 | 1 | 936 |
| 4:15 PM | 8 | 6 | 21 | 0 | 11 | 2 | 28 | 0 | 45 | 537 | 2 | 0 | 6 | 272 | 14 | 3 | 955 |
| 4:30 PM | 3 | 7 | 11 | 0 | 9 | 0 | 31 | 0 | 43 | 461 | 2 | 0 | 8 | 324 | 11 | 0 | 910 |
| 4:45 PM | 3 | 3 | 11 | 0 | 11 | 4 | 25 | 0 | 37 | 495 | 4 | 0 | 7 | 287 | 15 | 0 | 902 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 93 | 39 | 128 | 0 | 90 | 17 | 225 | 0 | 311 | 3643 | 23 | 1 | 46 | 2389 | 91 | 8 | 7104 |
| **APPROACH %'s :** | 35.77% | 15.00% | 49.23% | 0.00% | 27.11% | 5.12% | 67.77% | 0.00% | 7.82% | 91.58% | 0.58% | 0.03% | 1.82% | 94.28% | 3.59% | 0.32% | |
| **PEAK HR :** | 03:45 PM - 04:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 40 | 23 | 78 | 0 | 41 | 8 | 118 | 0 | 167 | 1975 | 13 | 0 | 27 | 1208 | 43 | 6 | 3747 |
| **PEAK HR FACTOR :** | 0.526 | 0.821 | 0.696 | 0.000 | 0.932 | 0.333 | 0.868 | 0.000 | 0.928 | 0.919 | 0.542 | 0.000 | 0.750 | 0.932 | 0.768 | 0.500 | 0.981 |
| | 0.678 | | | | 0.949 | | | | 0.923 | | | | 0.936 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/14/2024

## Data - HT

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 36 | 3 | 0 | 2 | 33 | 2 | 0 | 87 |
| 6:45 AM | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 37 | 2 | 0 | 1 | 16 | 1 | 0 | 66 |
| 7:00 AM | 18 | 0 | 4 | 0 | 2 | 0 | 3 | 0 | 2 | 31 | 1 | 0 | 2 | 33 | 0 | 0 | 96 |
| 7:15 AM | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 50 | 0 | 0 | 1 | 33 | 1 | 0 | 93 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 4 | 26 | 0 | 0 | 72 |
| 7:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 48 | 2 | 0 | 1 | 51 | 0 | 1 | 106 |
| 8:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 50 | 1 | 0 | 0 | 31 | 4 | 0 | 90 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 43 | 0 | 0 | 2 | 33 | 0 | 0 | 81 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 37 | 0 | 5 | 0 | 7 | 0 | 10 | 0 | 8 | 337 | 9 | 0 | 13 | 256 | 8 | 1 | 691 |
| **APPROACH %'s :** | 88.10% | 0.00% | 11.90% | 0.00% | 41.18% | 0.00% | 58.82% | 0.00% | 2.26% | 95.20% | 2.54% | 0.00% | 4.68% | 92.09% | 2.88% | 0.36% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 24 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 171 | 3 | 0 | 8 | 143 | 1 | 1 | 367 |
| **PEAK HR FACTOR :** | 0.333 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.333 | 0.000 | 0.500 | 0.855 | 0.375 | 0.000 | 0.500 | 0.701 | 0.250 | 0.250 | 0.866 |
| | 0.318 | | | | 0.400 | | | | 0.873 | | | | 0.722 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 1 | 46 | 4 | 0 | 81 |
| 3:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 37 | 1 | 2 | 0 | 26 | 2 | 0 | 71 |
| 3:30 PM | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 51 | 2 | 1 | 96 |
| 3:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 1 | 51 | 3 | 0 | 91 |
| 4:00 PM | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 29 | 0 | 0 | 0 | 56 | 2 | 0 | 92 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 2 | 0 | 0 | 36 | 3 | 1 | 57 |
| 4:30 PM | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 18 | 1 | 0 | 1 | 41 | 2 | 0 | 67 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 16 | 2 | 0 | 0 | 29 | 3 | 0 | 53 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 2 | 4 | 0 | 3 | 1 | 6 | 0 | 2 | 207 | 14 | 2 | 3 | 336 | 21 | 2 | 608 |
| **APPROACH %'s :** | 45.45% | 18.18% | 36.36% | 0.00% | 30.00% | 10.00% | 60.00% | 0.00% | 0.89% | 92.00% | 6.22% | 0.89% | 0.83% | 92.82% | 5.80% | 0.55% | |
| **PEAK HR :** | 03:45 PM - 04:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 2 | 3 | 0 | 2 | 0 | 2 | 0 | 2 | 90 | 7 | 0 | 2 | 184 | 10 | 1 | 307 |
| **PEAK HR FACTOR :** | 0.500 | 0.250 | 0.750 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.750 | 0.438 | 0.000 | 0.500 | 0.821 | 0.833 | 0.250 | 0.834 |
| | 0.875 | | | | 0.500 | | | | 0.728 | | | | 0.849 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 03:45 PM - 04:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas

**Project ID:** 24-260054-010
**Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Clover Hill Rd | | Clover Hill Rd | | Prince William Pkwy | | Prince William Pkwy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **03:45 PM - 04:45 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Clover Hill Rd & Prince William Pkwy

## Peak Hour Turning Movement Count

**ID:** 24-260054-010
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 03:45 PM - 04:45 PM

**COUNT PERIODS**

AM: 6:30 AM - 08:30 AM
NOON: NONE
PM: 3:00 PM - 05:00 PM

**CONTROL:** Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 3540 | 0 | 4054 |
| PHF | 0.94 | | 0.98 |

### SOUTHBOUND

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| AM | 182 | 25 | 45 | 1 | 84 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 120 | 8 | 43 | 0 | 247 |

### EASTBOUND

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| AM | 1 | 0 | 0 | 0 | 1 |
| NOON | 43 | 0 | 169 | 1 | 213 |
| PM | 1214 | 0 | 2065 | 2 | 3281 |
| | 108 | 0 | 20 | 1 | 129 |
| AM | 1937 | 0 | 1554 | | 3491 |
| NOON | 0 | 0 | 0 | | 0 |
| PM | 1322 | 0 | 2254 | | 3576 |

### WESTBOUND

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| PM | 53 | 0 | 34 | 1 | 88 |
| NOON | 1392 | 0 | 1720 | 2 | 3114 |
| AM | 29 | 0 | 102 | 1 | 132 |
| | 7 | 0 | 2 | 0 | 9 |
| PM | 2196 | 0 | 1284 | | 3480 |
| NOON | 0 | 0 | 0 | | 0 |
| AM | 1481 | 0 | 1860 | | 3341 |

### NORTHBOUND

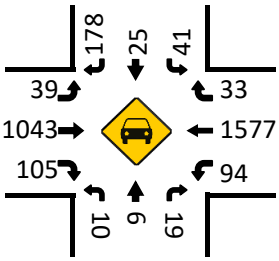
| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| PM | 57 | 0 | 42 | 25 | 81 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 235 | 0 | 34 | 6 | 23 |

Clover Hill Rd

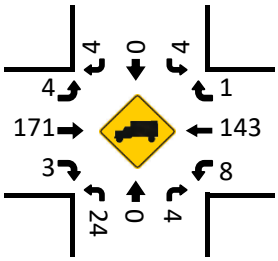
Prince William Pkwy

Prince William Pkwy

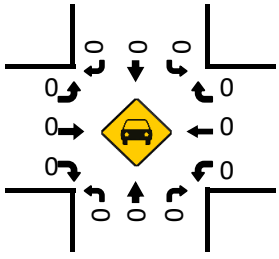
### Cars (AM)



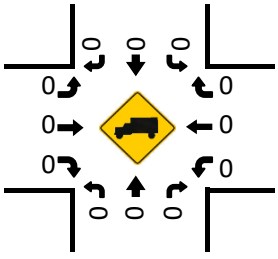

### HT (AM)



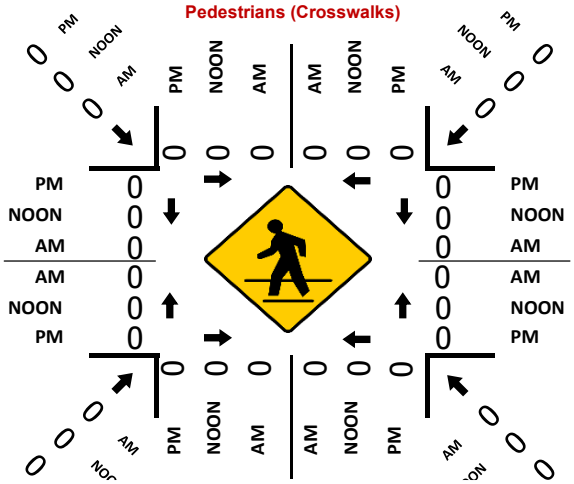

### Cars (NOON)



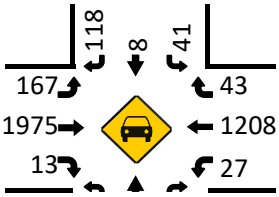

### HT (NOON)



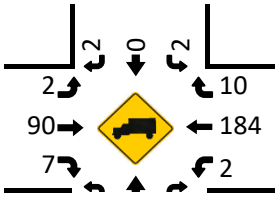

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



78
23
40

PM

PM

3
2
2

**Project ID:** 24-260054-010
**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Clover Hill Rd Northbound | | | | | | Clover Hill Rd Southbound | | | | | | Prince William Pkwy Eastbound | | | | | | Prince William Pkwy Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 5 | 1 | 2 | 0 | 0 | 8 | 10 | 7 | 33 | 0 | 0 | 50 | 8 | 274 | 20 | 0 | 0 | 302 | 19 | 471 | 11 | 0 | 0 | 501 | 861 |
| 6:45 AM | 13 | 2 | 6 | 0 | 0 | 21 | 8 | 9 | 41 | 0 | 0 | 58 | 8 | 248 | 25 | 0 | 0 | 281 | 17 | 405 | 10 | 0 | 0 | 432 | 792 |
| Total | 18 | 3 | 8 | 0 | 0 | 29 | 18 | 16 | 74 | 0 | 0 | 108 | 16 | 522 | 45 | 0 | 0 | 583 | 36 | 876 | 21 | 0 | 0 | 933 | 1653 |
| 7:00 AM | 21 | 2 | 7 | 0 | 0 | 30 | 17 | 7 | 60 | 1 | 0 | 85 | 15 | 228 | 32 | 0 | 0 | 275 | 28 | 392 | 8 | 0 | 0 | 428 | 818 |
| 7:15 AM | 9 | 1 | 6 | 0 | 0 | 16 | 9 | 6 | 48 | 0 | 0 | 63 | 9 | 322 | 27 | 0 | 0 | 358 | 31 | 441 | 7 | 0 | 0 | 479 | 916 |
| 7:30 AM | 1 | 0 | 5 | 0 | 0 | 6 | 8 | 4 | 35 | 0 | 0 | 47 | 10 | 327 | 29 | 1 | 0 | 367 | 22 | 417 | 10 | 0 | 0 | 449 | 869 |
| 7:45 AM | 3 | 3 | 5 | 0 | 0 | 11 | 11 | 8 | 39 | 0 | 0 | 58 | 9 | 337 | 20 | 0 | 0 | 366 | 21 | 470 | 9 | 2 | 0 | 502 | 937 |
| Total | 34 | 6 | 23 | 0 | 0 | 63 | 45 | 25 | 182 | 1 | 0 | 253 | 43 | 1214 | 108 | 1 | 0 | 1366 | 102 | 1720 | 34 | 2 | 0 | 1858 | 3540 |
| 8:00 AM | 4 | 0 | 8 | 0 | 0 | 12 | 10 | 7 | 41 | 0 | 0 | 58 | 12 | 314 | 12 | 0 | 0 | 338 | 21 | 362 | 14 | 0 | 0 | 397 | 805 |
| 8:15 AM | 4 | 0 | 2 | 0 | 0 | 6 | 4 | 1 | 44 | 0 | 0 | 49 | 13 | 295 | 13 | 0 | 0 | 321 | 19 | 379 | 13 | 0 | 0 | 411 | 787 |
| Total | 8 | 0 | 10 | 0 | 0 | 18 | 14 | 8 | 85 | 0 | 0 | 107 | 25 | 609 | 25 | 0 | 0 | 659 | 40 | 741 | 27 | 0 | 0 | 808 | 1592 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 17 | 2 | 11 | 0 | 0 | 30 | 11 | 2 | 29 | 0 | 0 | 42 | 32 | 394 | 4 | 1 | 0 | 431 | 6 | 321 | 14 | 0 | 0 | 341 | 844 |
| 3:15 PM | 15 | 4 | 16 | 0 | 0 | 35 | 12 | 3 | 30 | 0 | 0 | 45 | 35 | 432 | 3 | 2 | 0 | 472 | 4 | 333 | 12 | 1 | 0 | 350 | 902 |
| 3:30 PM | 21 | 7 | 13 | 0 | 0 | 41 | 15 | 1 | 25 | 0 | 0 | 41 | 40 | 448 | 4 | 0 | 0 | 492 | 3 | 363 | 15 | 2 | 0 | 383 | 957 |
| 3:45 PM | 11 | 5 | 19 | 0 | 0 | 35 | 11 | 6 | 25 | 0 | 0 | 42 | 39 | 523 | 10 | 0 | 0 | 572 | 5 | 369 | 12 | 2 | 0 | 388 | 1037 |
| Total | 64 | 18 | 59 | 0 | 0 | 141 | 49 | 12 | 109 | 0 | 0 | 170 | 146 | 1797 | 21 | 3 | 0 | 1967 | 18 | 1386 | 53 | 5 | 0 | 1462 | 3740 |
| 4:00 PM | 20 | 5 | 29 | 0 | 0 | 54 | 11 | 0 | 35 | 0 | 0 | 46 | 41 | 513 | 3 | 0 | 0 | 557 | 9 | 350 | 11 | 1 | 0 | 371 | 1028 |
| 4:15 PM | 8 | 6 | 22 | 0 | 0 | 36 | 11 | 2 | 28 | 0 | 0 | 41 | 46 | 550 | 4 | 0 | 0 | 600 | 6 | 308 | 17 | 4 | 0 | 335 | 1012 |
| 4:30 PM | 3 | 9 | 11 | 0 | 0 | 23 | 10 | 0 | 32 | 0 | 0 | 42 | 43 | 479 | 3 | 0 | 0 | 525 | 9 | 365 | 13 | 0 | 0 | 387 | 977 |
| 4:45 PM | 3 | 3 | 11 | 0 | 0 | 17 | 12 | 4 | 27 | 0 | 0 | 43 | 37 | 511 | 6 | 0 | 0 | 554 | 7 | 316 | 18 | 0 | 0 | 341 | 955 |
| Total | 34 | 23 | 73 | 0 | 0 | 130 | 44 | 6 | 122 | 0 | 0 | 172 | 167 | 2053 | 16 | 0 | 0 | 2236 | 31 | 1339 | 59 | 5 | 0 | 1434 | 3972 |
| Grand Total | 158 | 50 | 173 | 0 | 0 | 381 | 170 | 67 | 572 | 1 | 0 | 810 | 397 | 6195 | 215 | 4 | 0 | 6811 | 227 | 6062 | 194 | 12 | 0 | 6495 | 14497 |
| Apprch % | 41.5 | 13.1 | 45.4 | 0.0 | 0.0 | | 21.0 | 8.3 | 70.6 | 0.1 | 0.0 | | 5.8 | 91.0 | 3.2 | 0.1 | 0.0 | | 3.5 | 93.3 | 3.0 | 0.2 | 0.0 | | |
| Total % | 1.1 | 0.3 | 1.2 | 0.0 | 0.0 | 2.6 | 1.2 | 0.5 | 3.9 | 0.0 | 0.0 | 5.6 | 2.7 | 42.7 | 1.5 | 0.0 | 0.0 | 47.0 | 1.6 | 41.8 | 1.3 | 0.1 | 0.0 | 44.8 | |
| Cars, PU, Vans | 116 | 48 | 164 | 0 | | 328 | 160 | 66 | 556 | 1 | | 783 | 387 | 5651 | 192 | 2 | | 6232 | 211 | 5470 | 165 | 9 | | 5855 | 13198 |
| % Cars, PU, Vans | 73.4 | 96.0 | 94.8 | 0.0 | | 86.1 | 94.1 | 98.5 | 97.2 | 100.0 | | 96.7 | 97.5 | 91.2 | 89.3 | 50.0 | | 91.5 | 93.0 | 90.2 | 85.1 | 75.0 | | 90.1 | 91.0 |
| Heavy trucks | 42 | 2 | 9 | 0 | | 53 | 10 | 1 | 16 | 0 | | 27 | 10 | 544 | 23 | 2 | | 579 | 16 | 592 | 29 | 3 | | 640 | 1299 |
| %Heavy trucks | 26.6 | 4.0 | 5.2 | 0.0 | | 13.9 | 5.9 | 1.5 | 2.8 | 0.0 | | 3.3 | 2.5 | 8.8 | 10.7 | 50.0 | | 8.5 | 7.0 | 9.8 | 14.9 | 25.0 | | 9.9 | 9.0 |

**Project ID:** 24-260054-010
**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Clover Hill Rd Northbound | | | | | Clover Hill Rd Southbound | | | | | Prince William Pkwy Eastbound | | | | | Prince William Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 21 | 2 | 7 | 0 | 30 | 17 | 7 | 60 | 1 | 85 | 15 | 228 | 32 | 0 | 275 | 28 | 392 | 8 | 0 | 428 | 818 |
| 7:15 AM | 9 | 1 | 6 | 0 | 16 | 9 | 6 | 48 | 0 | 63 | 9 | 322 | 27 | 0 | 358 | 31 | 441 | 7 | 0 | 479 | 916 |
| 7:30 AM | 1 | 0 | 5 | 0 | 6 | 8 | 4 | 35 | 0 | 47 | 10 | 327 | 29 | 1 | 367 | 22 | 417 | 10 | 0 | 449 | 869 |
| 7:45 AM | 3 | 3 | 5 | 0 | 11 | 11 | 8 | 39 | 0 | 58 | 9 | 337 | 20 | 0 | 366 | 21 | 470 | 9 | 2 | 502 | 937 |
| Total Volume | 34 | 6 | 23 | 0 | 63 | 45 | 25 | 182 | 1 | 253 | 43 | 1214 | 108 | 1 | 1366 | 102 | 1720 | 34 | 2 | 1858 | 3540 |
| % App. Total | 54.0 | 9.5 | 36.5 | 0.0 | 100 | 17.8 | 9.9 | 71.9 | 0.4 | 100 | 3.1 | 88.9 | 7.9 | 0.1 | 100 | 5.5 | 92.6 | 1.8 | 0.1 | 100 | |
| PHF | | | | | 0.525 | | | | | 0.744 | | | | | 0.931 | | | | | 0.925 | 0.945 |
| Cars, PU, Vans | 10 | 6 | 19 | 0 | 35 | 41 | 25 | 178 | 1 | 245 | 39 | 1043 | 105 | 1 | 1188 | 94 | 1577 | 33 | 1 | 1705 | 3173 |
| % Cars, PU, Vans | 29.4 | 100.0 | 82.6 | 0.0 | 55.6 | 91.1 | 100.0 | 97.8 | 100.0 | 96.8 | 90.7 | 85.9 | 97.2 | 100.0 | 87.0 | 92.2 | 91.7 | 97.1 | 50.0 | 91.8 | 89.6 |
| Heavy trucks | 24 | 0 | 4 | 0 | 28 | 4 | 0 | 4 | 0 | 8 | 4 | 171 | 3 | 0 | 178 | 8 | 143 | 1 | 1 | 153 | 367 |
| %Heavy trucks | 70.6 | 0.0 | 17.4 | 0.0 | 44.4 | 8.9 | 0.0 | 2.2 | 0.0 | 3.2 | 9.3 | 14.1 | 2.8 | 0.0 | 13.0 | 7.8 | 8.3 | 2.9 | 50.0 | 8.2 | 10.4 |

**PM**

| | Clover Hill Rd Northbound | | | | | Clover Hill Rd Southbound | | | | | Prince William Pkwy Eastbound | | | | | Prince William Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 3:45 PM | 11 | 5 | 19 | 0 | 35 | 11 | 6 | 25 | 0 | 42 | 39 | 523 | 10 | 0 | 572 | 5 | 369 | 12 | 2 | 388 | 1037 |
| 4:00 PM | 20 | 5 | 29 | 0 | 54 | 11 | 0 | 35 | 0 | 46 | 41 | 513 | 3 | 0 | 557 | 9 | 350 | 11 | 1 | 371 | 1028 |
| 4:15 PM | 8 | 6 | 22 | 0 | 36 | 11 | 2 | 28 | 0 | 41 | 46 | 550 | 4 | 0 | 600 | 6 | 308 | 17 | 4 | 335 | 1012 |
| 4:30 PM | 3 | 9 | 11 | 0 | 23 | 10 | 0 | 32 | 0 | 42 | 43 | 479 | 3 | 0 | 525 | 9 | 365 | 13 | 0 | 387 | 977 |
| Total Volume | 42 | 25 | 81 | 0 | 148 | 43 | 8 | 120 | 0 | 171 | 169 | 2065 | 20 | 0 | 2254 | 29 | 1392 | 53 | 7 | 1481 | 4054 |
| % App. Total | 28.4 | 16.9 | 54.7 | 0.0 | 100 | 25.1 | 4.7 | 70.2 | 0.0 | 100 | 7.5 | 91.6 | 0.9 | 0.0 | 100 | 2.0 | 94.0 | 3.6 | 0.5 | 100 | |
| PHF | | | | | 0.685 | | | | | 0.929 | | | | | 0.939 | | | | | 0.954 | 0.977 |
| Cars, PU, Vans | 40 | 23 | 78 | 0 | 141 | 41 | 8 | 118 | 0 | 167 | 167 | 1975 | 13 | 0 | 2155 | 27 | 1208 | 43 | 6 | 1284 | 3747 |
| % Cars, PU, Vans | 95.2 | 92.0 | 96.3 | 0.0 | 95.3 | 95.3 | 100.0 | 98.3 | 0.0 | 97.7 | 98.8 | 95.6 | 65.0 | 0.0 | 95.6 | 93.1 | 86.8 | 81.1 | 85.7 | 86.7 | 92.4 |
| Heavy trucks | 2 | 2 | 3 | 0 | 7 | 2 | 0 | 2 | 0 | 4 | 2 | 90 | 7 | 0 | 99 | 2 | 184 | 10 | 1 | 197 | 307 |
| %Heavy trucks | 4.8 | 8.0 | 3.7 | 0.0 | 4.7 | 4.7 | 0.0 | 1.7 | 0.0 | 2.3 | 1.2 | 4.4 | 35.0 | 0.0 | 4.4 | 6.9 | 13.2 | 18.9 | 14.3 | 13.3 | 7.6 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/14/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 0 | 38 | 0 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 97.44% | 0.00% | 2.56% | 88.89% | 0.00% | 11.11% | 0.00% | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.591 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 |
| | | 0.250 | | | | 0.591 | | | | 0.750 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 PM | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 PM | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 PM | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 42 | 0 | 0 | 0 | 24 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 87.50% | 0.00% | 12.50% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| **PEAK HR FACTOR :** | 0.000 | 0.781 | 0.000 | 0.000 | 0.000 | 0.833 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.841 |
| | | 0.781 | | | | 0.833 | | | | 0.250 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/14/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 0 | 36 | 0 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 97.30% | 0.00% | 2.70% | 88.89% | 0.00% | 11.11% | 0.00% | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 25 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.568 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.604 |
| | | 0.250 | | | | 0.568 | | | | 0.750 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 PM | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 PM | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 PM | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:45 PM | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 40 | 0 | 0 | 0 | 21 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 69 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 87.50% | 0.00% | 12.50% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 24 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| **PEAK HR FACTOR :** | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.795 |
| | | 0.750 | | | | 0.750 | | | | 0.250 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/14/2024

## Data - HT

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | 0.250 | | | | 0.250 | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/14/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 |
| | 0.375 | | | | | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern) **Project ID:** 24-260054-011
**City:** Manassas **Date:** 3/14/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd West (Southern) | | Harry J Parrish Blvd West (Southern) | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:30 AM - 08:30 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **04:00 PM - 05:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Harry J Parrish Blvd West (Southern)

## Peak Hour Turning Movement Count

**ID:** 24-260054-011
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**PEAK HOURS**

| | |
|---|---|
| AM | 07:30 AM - 08:30 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 6:30 AM - 08:30 AM |
| NOON | NONE |
| PM | 3:00 PM - 05:00 PM |

**CONTROL:** 1-Way Stop(EB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 30 | 0 | 37 |
| PHF | 0.63 | | 0.84 |

### SOUTHBOUND (Wakeman Dr)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| AM | 0 | 26 | 0 | 0 | 4 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 0 | 10 | 0 | 0 | 27 |

### EASTBOUND (Harry J Parrish Blvd West (Southern))

| | AM | NOON | PM |
|---|---|---|---|
| U-Turn | 0 | 0 | 0 |
| Left | 3 | 0 | 2 |
| Thru | 0 | 0 | 0 |
| Right | 0 | 0 | 0 |

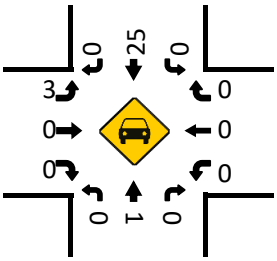
### WESTBOUND (Harry J Parrish Blvd West (Southern))

| | AM | NOON | PM |
|---|---|---|---|
| Right | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 |
| Left | 0 | 0 | 0 |
| U-Turn | 0 | 0 | 0 |

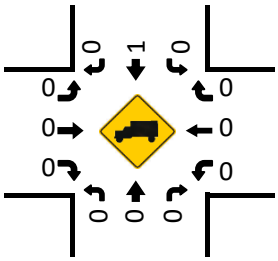
### NORTHBOUND (Wakeman Dr)

| | Right | Thru | Left | U-Turn | Total |
|---|---|---|---|---|---|
| PM | 10 | 0 | 0 | 25 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 26 | 0 | 0 | 1 | 0 |

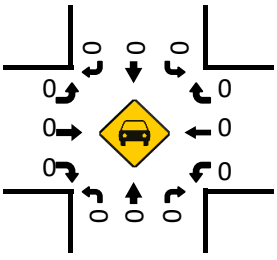
Cars (AM)



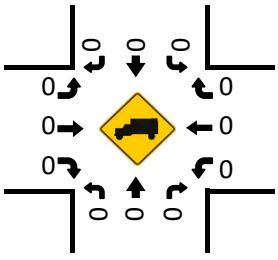

HT (AM)



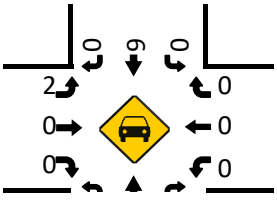

Cars (NOON)



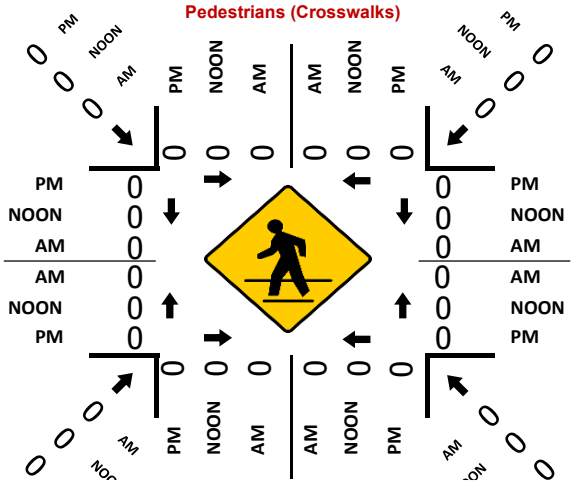

HT (NOON)



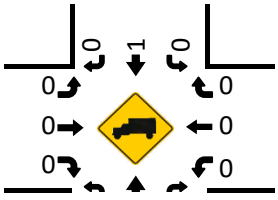

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



PM
NOL
PM

**Project ID:** 24-260054-011
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas

**Day:** Thursday
**Date:** 3/14/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Harry J Parrish Blvd West (Southern) Eastbound | | | | | | Harry J Parrish Blvd West (Southern) Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 18 | 0 | 0 | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 PM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 14 | 0 | 0 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 4:00 PM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 PM | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 10 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Grand Total | 0 | 48 | 0 | 0 | 0 | 48 | 0 | 62 | 0 | 1 | 0 | 63 | 15 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| Apprch % | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.4 | 0.0 | 1.6 | 0.0 | | 88.2 | 0.0 | 11.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 48.4 | 0.0 | 0.8 | 0.0 | 49.2 | 11.7 | 0.0 | 1.6 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 0 | 46 | 0 | 0 | | 46 | 0 | 57 | 0 | 1 | | 58 | 15 | 0 | 2 | 0 | | 17 | 0 | 0 | 0 | 0 | | 0 | 121 |
| % Cars, PU, Vans | 0.0 | 95.8 | 0.0 | 0.0 | | 95.8 | 0.0 | 91.9 | 0.0 | 100.0 | | 92.1 | 100.0 | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 94.5 |
| Heavy trucks | 0 | 2 | 0 | 0 | | 2 | 0 | 5 | 0 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 7 |
| %Heavy trucks | 0.0 | 4.2 | 0.0 | 0.0 | | 4.2 | 0.0 | 8.1 | 0.0 | 0.0 | | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 5.5 |

**Project ID:** 24-260054-011
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern
**City:** Manassas

# PEAK HOURS

**Day:** Thursday
**Date:** 3/14/2024

**AM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd West (Southern) Eastbound | | | | | Harry J Parrish Blvd West (Southern) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM - 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 30 |
| % App. Total | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 100.0 | 0.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.250 | | | | | 0.591 | | | | | 0.750 | | | | | | 0.625 |
| Cars, PU, Vans | 0 | 1 | 0 | 0 | 1 | 0 | 25 | 0 | 0 | 25 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 29 |
| % Cars, PU, Vans | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 96.2 | 0.0 | 0.0 | 96.2 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.7 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |

**PM**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd West (Southern) Eastbound | | | | | Harry J Parrish Blvd West (Southern) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 PM | 0 | 8 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total Volume | 0 | 25 | 0 | 0 | 25 | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| % App. Total | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 100.0 | 0.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.781 | | | | | 0.833 | | | | | 0.250 | | | | | | 0.841 |
| Cars, PU, Vans | 0 | 24 | 0 | 0 | 24 | 0 | 9 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| % Cars, PU, Vans | 0.0 | 96.0 | 0.0 | 0.0 | 96.0 | 0.0 | 90.0 | 0.0 | 0.0 | 90.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 94.6 |
| Heavy trucks | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| %Heavy trucks | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 1 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 0 | 3 | 6 | 0 | 27 |
| 12:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 0 | 4 | 12 | 0 | 33 |
| 1:00 PM | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 2 | 11 | 0 | 0 | 0 | 3 | 6 | 0 | 32 |
| 1:15 PM | 0 | 1 | 0 | 0 | 9 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 6 | 0 | 26 |
| 1:30 PM | 0 | 1 | 0 | 0 | 9 | 0 | 7 | 0 | 5 | 2 | 0 | 0 | 1 | 2 | 6 | 0 | 33 |
| 1:45 PM | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 2 | 4 | 2 | 0 | 28 |
| 2:00 PM | 0 | 0 | 2 | 0 | 5 | 1 | 6 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 7 | 0 | 29 |
| 2:15 PM | 0 | 0 | 1 | 0 | 6 | 0 | 5 | 0 | 5 | 4 | 0 | 0 | 1 | 2 | 3 | 0 | 27 |
| 2:30 PM | 0 | 0 | 1 | 0 | 8 | 0 | 6 | 0 | 2 | 4 | 0 | 0 | 1 | 4 | 5 | 0 | 31 |
| 2:45 PM | 0 | 1 | 1 | 0 | 7 | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 2 | 4 | 4 | 0 | 38 |
| 3:00 PM | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 5 | 0 | 24 |
| 3:15 PM | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 3 | 6 | 0 | 0 | 0 | 7 | 4 | 1 | 32 |
| 3:30 PM | 0 | 0 | 5 | 0 | 4 | 1 | 5 | 0 | 6 | 4 | 0 | 0 | 4 | 2 | 12 | 0 | 43 |
| 3:45 PM | 0 | 0 | 1 | 0 | 8 | 0 | 4 | 0 | 2 | 4 | 1 | 1 | 1 | 4 | 5 | 0 | 31 |
| 4:00 PM | 1 | 0 | 1 | 0 | 10 | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 1 | 2 | 5 | 1 | 33 |
| 4:15 PM | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 7 | 5 | 0 | 0 | 0 | 3 | 6 | 0 | 28 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 13 | 0 | 106 | 3 | 70 | 0 | 65 | 66 | 1 | 1 | 16 | 53 | 94 | 2 | 495 |
| **APPROACH %'s :** | 5.56% | 22.22% | 72.22% | 0.00% | 59.22% | 1.68% | 39.11% | 0.00% | 48.87% | 49.62% | 0.75% | 0.75% | 9.70% | 32.12% | 56.97% | 1.21% | |
| **PEAK HR :** | 03:15 PM - 04:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 7 | 0 | 27 | 2 | 15 | 0 | 16 | 20 | 1 | 1 | 6 | 15 | 26 | 2 | 139 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.350 | 0.000 | 0.675 | 0.500 | 0.750 | 0.000 | 0.667 | 0.833 | 0.250 | 0.250 | 0.375 | 0.536 | 0.542 | 0.500 | 0.808 |
| | 0.400 | | | | 0.917 | | | | 0.864 | | | | 0.681 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 1 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 0 | 3 | 6 | 0 | 27 |
| 12:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 0 | 4 | 12 | 0 | 33 |
| 1:00 PM | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 2 | 11 | 0 | 0 | 0 | 3 | 6 | 0 | 32 |
| 1:15 PM | 0 | 1 | 0 | 0 | 9 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 3 | 6 | 0 | 25 |
| 1:30 PM | 0 | 1 | 0 | 0 | 9 | 0 | 7 | 0 | 5 | 2 | 0 | 0 | 1 | 2 | 6 | 0 | 33 |
| 1:45 PM | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 2 | 4 | 2 | 0 | 28 |
| 2:00 PM | 0 | 0 | 2 | 0 | 5 | 1 | 5 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 7 | 0 | 27 |
| 2:15 PM | 0 | 0 | 1 | 0 | 6 | 0 | 5 | 0 | 5 | 4 | 0 | 0 | 1 | 2 | 3 | 0 | 27 |
| 2:30 PM | 0 | 0 | 1 | 0 | 8 | 0 | 6 | 0 | 2 | 4 | 0 | 0 | 1 | 3 | 4 | 0 | 29 |
| 2:45 PM | 0 | 1 | 1 | 0 | 7 | 0 | 6 | 0 | 5 | 5 | 0 | 0 | 2 | 4 | 4 | 0 | 35 |
| 3:00 PM | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 5 | 0 | 24 |
| 3:15 PM | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 3 | 6 | 0 | 0 | 0 | 7 | 4 | 1 | 32 |
| 3:30 PM | 0 | 0 | 5 | 0 | 4 | 1 | 5 | 0 | 6 | 4 | 0 | 0 | 4 | 2 | 11 | 0 | 42 |
| 3:45 PM | 0 | 0 | 1 | 0 | 7 | 0 | 4 | 0 | 2 | 4 | 1 | 1 | 1 | 4 | 4 | 0 | 29 |
| 4:00 PM | 1 | 0 | 1 | 0 | 10 | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 1 | 2 | 5 | 1 | 33 |
| 4:15 PM | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 7 | 5 | 0 | 0 | 0 | 3 | 6 | 0 | 28 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 13 | 0 | 105 | 3 | 68 | 0 | 63 | 65 | 1 | 1 | 16 | 51 | 91 | 2 | 484 |
| **APPROACH %'s :** | 5.56% | 22.22% | 72.22% | 0.00% | 59.66% | 1.70% | 38.64% | 0.00% | 48.46% | 50.00% | 0.77% | 0.77% | 10.00% | 31.88% | 56.88% | 1.25% | |
| **PEAK HR :** | 03:15 PM - 04:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 7 | 0 | 26 | 2 | 15 | 0 | 16 | 20 | 1 | 1 | 6 | 15 | 24 | 2 | 136 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.350 | 0.000 | 0.650 | 0.500 | 0.750 | 0.000 | 0.667 | 0.833 | 0.250 | 0.250 | 0.375 | 0.536 | 0.545 | 0.500 | 0.810 |
| | 0.400 | | | | 0.977 | | | | 0.864 | | | | 0.691 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 11 |
| **APPROACH %'s :** | | | | | 33.33% | 0.00% | 66.67% | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 0.00% | 40.00% | 60.00% | 0.00% | |
| **PEAK HR :** | 03:15 PM - 04:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.375 |
| | | | | | 0.250 | | | | | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 24-260054-002
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Carolina Dr | | | | Carolina Dr | | | | Gateway Blvd | | | | Gateway Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 1:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 2:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 4 | 2 | 2 | 0 | 19 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 25.00% | 25.00% | 0.00% | |
| **PEAK HR :** | 03:15 PM - 04:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.750 |
| | | | | | | | 0.375 | | | | 0.375 | | | | 0.375 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas

**Project ID:** 24-260054-002
**Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| **NS/EW Streets:** | Carolina Dr | | Carolina Dr | | Gateway Blvd | | Gateway Blvd | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 10 |
| **APPROACH %'s :** | 0.00% | 100.00% | 66.67% | 33.33% | 100.00% | 0.00% | | | |
| **PEAK HR :** | **03:15 PM - 04:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | 0.250 | 0.500 | | | | | | 0.375 |
| | 0.250 | | 0.500 | | | | | | |

Prepared by National Data & Surveying Services

# Carolina Dr & Gateway Blvd

## Peak Hour Turning Movement Count

**ID:** 24-260054-002
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 03:15 PM - 04:15 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

### SOUTHBOUND (Carolina Dr)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 15 | 2 | 27 | 0 | 42 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND (Gateway Blvd)

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 32 | 0 | |
| 0 | 1 | 0 | 0 |
| 0 | 16 | 0 | 1 |
| 0 | 20 | 0 | 2 |
| 0 | 1 | 0 | 0 |
| AM | NOON | PM | |

### WESTBOUND (Gateway Blvd)

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 26 | 0 | 0 |
| 0 | 15 | 0 | 2 |
| 0 | 6 | 0 | 1 |
| 0 | 2 | 0 | 0 |
| 0 | 56 | 0 | |
| PM | NOON | AM | |

### NORTHBOUND (Carolina Dr)

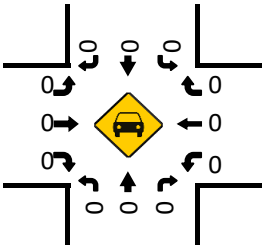
| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 9 | 0 | 1 | 0 | 7 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

### CONTROL

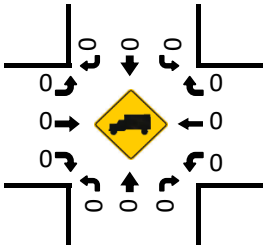
2-Way Stop(NB/SB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 139 | 0 |
| PHF | | 0.81 | |

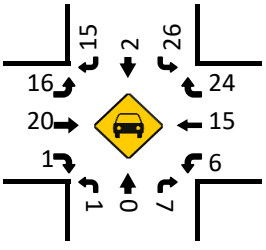
Cars (AM)



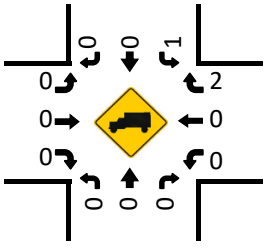
HT (AM)



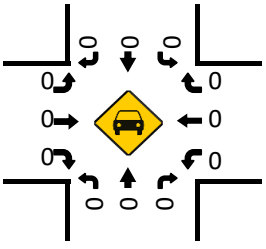
Cars (NOON)



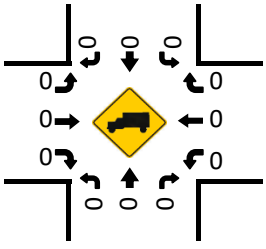
HT (NOON)



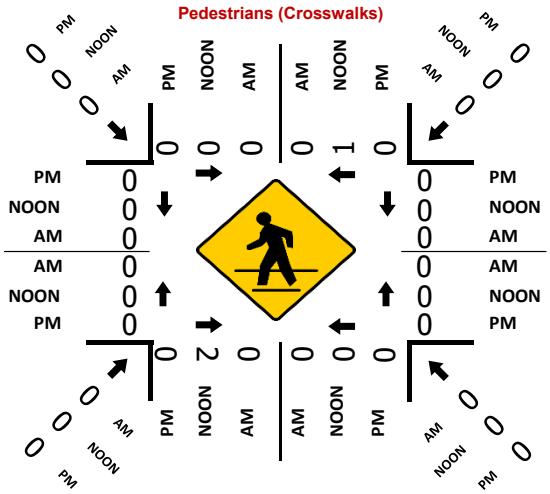
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



**Project ID:** 24-260054-002
**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Carolina Dr Northbound | | | | | | Carolina Dr Southbound | | | | | | Gateway Blvd Eastbound | | | | | | Gateway Blvd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 4 | 0 | 1 | 10 | 4 | 3 | 0 | 0 | 0 | 7 | 0 | 3 | 6 | 0 | 1 | 9 | 27 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 9 | 5 | 3 | 0 | 0 | 0 | 8 | 0 | 4 | 12 | 0 | 0 | 16 | 33 |
| Total | 0 | 1 | 0 | 0 | 1 | 1 | 10 | 0 | 9 | 0 | 1 | 19 | 9 | 6 | 0 | 0 | 0 | 15 | 0 | 7 | 18 | 0 | 1 | 25 | 60 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 10 | 2 | 11 | 0 | 0 | 0 | 13 | 0 | 3 | 6 | 0 | 0 | 9 | 32 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 0 | 1 | 0 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 4 | 1 | 4 | 6 | 0 | 0 | 11 | 26 |
| 1:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 0 | 7 | 0 | 0 | 16 | 5 | 2 | 0 | 0 | 0 | 7 | 1 | 2 | 6 | 0 | 0 | 9 | 33 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 12 | 7 | 1 | 0 | 0 | 0 | 8 | 2 | 4 | 2 | 0 | 0 | 8 | 28 |
| Total | 0 | 2 | 0 | 0 | 0 | 2 | 31 | 0 | 17 | 0 | 0 | 48 | 17 | 15 | 0 | 0 | 0 | 32 | 4 | 13 | 20 | 0 | 0 | 37 | 119 |
| 2:00 PM | 0 | 0 | 2 | 0 | 1 | 2 | 5 | 1 | 6 | 0 | 0 | 12 | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 0 | 7 | 0 | 0 | 8 | 29 |
| 2:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 5 | 0 | 0 | 11 | 5 | 4 | 0 | 0 | 0 | 9 | 1 | 2 | 3 | 0 | 0 | 6 | 27 |
| 2:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 6 | 0 | 0 | 14 | 2 | 4 | 0 | 0 | 0 | 6 | 1 | 4 | 5 | 0 | 0 | 10 | 31 |
| 2:45 PM | 0 | 1 | 1 | 0 | 2 | 2 | 7 | 0 | 7 | 0 | 0 | 14 | 7 | 5 | 0 | 0 | 0 | 12 | 2 | 4 | 4 | 0 | 0 | 10 | 38 |
| Total | 0 | 1 | 5 | 0 | 3 | 6 | 26 | 1 | 24 | 0 | 0 | 51 | 15 | 19 | 0 | 0 | 0 | 34 | 5 | 10 | 19 | 0 | 0 | 34 | 125 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 5 | 5 | 0 | 0 | 11 | 24 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 0 | 11 | 3 | 6 | 0 | 0 | 0 | 9 | 0 | 7 | 4 | 1 | 0 | 12 | 32 |
| 3:30 PM | 0 | 0 | 5 | 0 | 1 | 5 | 4 | 1 | 5 | 0 | 1 | 10 | 6 | 4 | 0 | 0 | 0 | 10 | 4 | 2 | 12 | 0 | 0 | 18 | 43 |
| 3:45 PM | 0 | 0 | 1 | 0 | 1 | 1 | 8 | 0 | 4 | 0 | 0 | 12 | 2 | 4 | 1 | 1 | 0 | 8 | 1 | 4 | 5 | 0 | 0 | 10 | 31 |
| Total | 0 | 0 | 6 | 0 | 2 | 6 | 24 | 2 | 18 | 0 | 1 | 44 | 12 | 15 | 1 | 1 | 0 | 29 | 6 | 18 | 26 | 1 | 0 | 51 | 130 |
| 4:00 PM | 1 | 0 | 1 | 0 | 0 | 2 | 10 | 0 | 1 | 0 | 0 | 11 | 5 | 6 | 0 | 0 | 0 | 11 | 1 | 2 | 5 | 1 | 0 | 9 | 33 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 6 | 7 | 5 | 0 | 0 | 0 | 12 | 0 | 3 | 6 | 0 | 1 | 9 | 28 |
| Total | 1 | 0 | 2 | 0 | 0 | 3 | 15 | 0 | 2 | 0 | 0 | 17 | 12 | 11 | 0 | 0 | 0 | 23 | 1 | 5 | 11 | 1 | 1 | 18 | 61 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 4 | 13 | 0 | 6 | 18 | 106 | 3 | 70 | 0 | 2 | 179 | 65 | 66 | 1 | 1 | 0 | 133 | 16 | 53 | 94 | 2 | 2 | 165 | 495 |
| Apprch % | 5.6 | 22.2 | 72.2 | 0.0 | 33.3 | | 59.2 | 1.7 | 39.1 | 0.0 | 1.1 | | 48.9 | 49.6 | 0.8 | 0.8 | 0.0 | | 9.7 | 32.1 | 57.0 | 1.2 | 1.2 | | |
| Total % | 0.2 | 0.8 | 2.6 | 0.0 | 1.2 | 3.6 | 21.4 | 0.6 | 14.1 | 0.0 | 0.4 | 36.2 | 13.1 | 13.3 | 0.2 | 0.2 | 0.0 | 26.9 | 3.2 | 10.7 | 19.0 | 0.4 | 0.4 | 33.3 | |
| Cars, PU, Vans | 1 | 4 | 13 | 0 | | 18 | 105 | 3 | 68 | 0 | | 176 | 63 | 65 | 1 | 1 | | 130 | 16 | 51 | 91 | 2 | | 160 | 484 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 0.0 | | 100.0 | 99.1 | 100.0 | 97.1 | 0.0 | | 98.3 | 96.9 | 98.5 | 100.0 | 100.0 | | 97.7 | 100.0 | 96.2 | 96.8 | 100.0 | | 97.0 | 97.8 |
| Heavy trucks | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 2 | 0 | | 3 | 2 | 1 | 0 | 0 | | 3 | 0 | 2 | 3 | 0 | | 5 | 11 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.9 | 0.0 | 2.9 | 0.0 | | 1.7 | 3.1 | 1.5 | 0.0 | 0.0 | | 2.3 | 0.0 | 3.8 | 3.2 | 0.0 | | 3.0 | 2.2 |

**Project ID:** 24-260054-002
**Location:** Carolina Dr & Gateway Blvd
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Carolina Dr Northbound | | | | | Carolina Dr Southbound | | | | | Gateway Blvd Eastbound | | | | | Gateway Blvd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 11 | 3 | 6 | 0 | 0 | 9 | 0 | 7 | 4 | 1 | 12 | 32 |
| 3:30 PM | 0 | 0 | 5 | 0 | 5 | 4 | 1 | 5 | 0 | 10 | 6 | 4 | 0 | 0 | 10 | 4 | 2 | 12 | 0 | 18 | 43 |
| 3:45 PM | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 4 | 0 | 12 | 2 | 4 | 1 | 1 | 8 | 1 | 4 | 5 | 0 | 10 | 31 |
| 4:00 PM | 1 | 0 | 1 | 0 | 2 | 10 | 0 | 1 | 0 | 11 | 5 | 6 | 0 | 0 | 11 | 1 | 2 | 5 | 1 | 9 | 33 |
| Total Volume | 1 | 0 | 7 | 0 | 8 | 27 | 2 | 15 | 0 | 44 | 16 | 20 | 1 | 1 | 38 | 6 | 15 | 26 | 2 | 49 | 139 |
| % App. Total | 12.5 | 0.0 | 87.5 | 0.0 | 100 | 61.4 | 4.5 | 34.1 | 0.0 | 100 | 42.1 | 52.6 | 2.6 | 2.6 | 100 | 12.2 | 30.6 | 53.1 | 4.1 | 100 | |
| PHF | | | | | 0.400 | | | | | 0.917 | | | | | 0.864 | | | | | 0.681 | 0.808 |
| Cars, PU, Vans | 1 | 0 | 7 | 0 | 8 | 26 | 2 | 15 | 0 | 43 | 16 | 20 | 1 | 1 | 38 | 6 | 15 | 24 | 2 | 47 | 136 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 96.3 | 100.0 | 100.0 | 0.0 | 97.7 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 92.3 | 100.0 | 95.9 | 97.8 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 4.1 | 2.2 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 3 | 7 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 PM | 3 | 4 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 23 |
| 1:00 PM | 6 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 1:15 PM | 3 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1:30 PM | 4 | 7 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:45 PM | 9 | 5 | 0 | 0 | 0 | 7 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:00 PM | 5 | 4 | 0 | 0 | 0 | 6 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:15 PM | 9 | 9 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:30 PM | 3 | 3 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 25 |
| 2:45 PM | 4 | 7 | 0 | 0 | 0 | 9 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 3:00 PM | 4 | 3 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 3:15 PM | 3 | 6 | 0 | 0 | 0 | 5 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:30 PM | 6 | 6 | 0 | 0 | 0 | 9 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| 3:45 PM | 3 | 5 | 0 | 0 | 0 | 4 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 3 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:15 PM | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 65 | 84 | 0 | 0 | 0 | 75 | 39 | 0 | 28 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 358 |
| **APPROACH %'s :** | 43.62% | 56.38% | 0.00% | 0.00% | 0.00% | 65.79% | 34.21% | 0.00% | 29.47% | 0.00% | 70.53% | 0.00% | | | | | |
| **PEAK HR :** | 01:45 PM - 02:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 26 | 21 | 0 | 0 | 0 | 20 | 8 | 0 | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 104 |
| **PEAK HR FACTOR :** | 0.722 | 0.583 | 0.000 | 0.000 | 0.000 | 0.714 | 0.667 | 0.000 | 0.875 | 0.000 | 0.550 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.929 |
| | 0.653 | | | | 0.778 | | | | 0.659 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 3 | 7 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 PM | 3 | 3 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:00 PM | 6 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 1:15 PM | 3 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1:30 PM | 4 | 7 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:45 PM | 9 | 5 | 0 | 0 | 0 | 7 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:00 PM | 5 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| 2:15 PM | 9 | 8 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 27 |
| 2:30 PM | 3 | 3 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 25 |
| 2:45 PM | 3 | 7 | 0 | 0 | 0 | 8 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:00 PM | 4 | 3 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 3:15 PM | 3 | 6 | 0 | 0 | 0 | 5 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:30 PM | 6 | 6 | 0 | 0 | 0 | 9 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| 3:45 PM | 3 | 5 | 0 | 0 | 0 | 4 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 3 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:15 PM | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 64 | 81 | 0 | 0 | 0 | 74 | 39 | 0 | 27 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 351 |
| **APPROACH %'s :** | 44.14% | 55.86% | 0.00% | 0.00% | 0.00% | 65.49% | 34.51% | 0.00% | 29.03% | 0.00% | 70.97% | 0.00% | | | | | |
| **PEAK HR :** | 01:45 PM - 02:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 26 | 19 | 0 | 0 | 0 | 20 | 8 | 0 | 7 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 101 |
| **PEAK HR FACTOR :** | 0.722 | 0.594 | 0.000 | 0.000 | 0.000 | 0.714 | 0.667 | 0.000 | 0.875 | 0.000 | 0.525 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.902 |
| | 0.662 | | | | 0.778 | | | | 0.636 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | | | | | |
| **PEAK HR :** | 01:45 PM - 02:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 |
| | | 0.500 | | | | | | | | | 0.250 | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-003
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 15 |
| **APPROACH %'s :** | 40.00% | 60.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 14.29% | 0.00% | 85.71% | 0.00% | | | | | |
| **PEAK HR :** | 01:45 PM - 02:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.375 | | | | 0.250 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Observation Rd
**City:** Manassas

**Project ID:** 24-260054-003
**Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| **NS/EW Streets:** | Wakeman Dr | | Wakeman Dr | | Observation Rd | | Observation Rd | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| **APPROACH %'s :** | | | | | | | 50.00% | 50.00% | |
| **PEAK HR :** | **01:45 PM - 02:45 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Observation Rd

## Peak Hour Turning Movement Count

**ID:** 24-260054-003
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 01:45 PM - 02:45 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

**CONTROL:** 1-Way Stop(EB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 104 | 0 |
| PHF | | 0.93 | |

### SOUTHBOUND (Wakeman Dr)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 8 | 20 | 0 | 0 | 28 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND (Observation Rd)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 7 | 0 | 0 | 7 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

| AM | NOON | PM |
|---|---|---|
| 0 | 34 | 0 |

### WESTBOUND (Observation Rd)

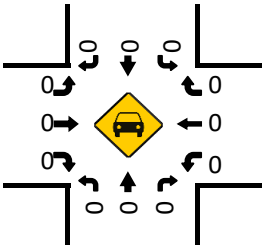
| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

| PM | NOON | AM |
|---|---|---|
| 0 | 0 | 0 |

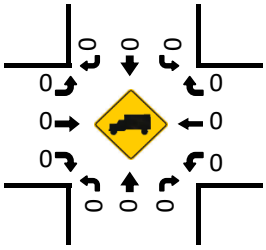
### NORTHBOUND (Wakeman Dr)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 42 | 0 | 26 | 21 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

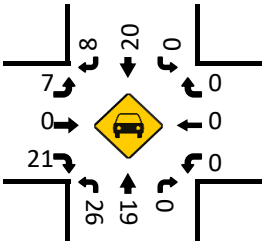
Cars (AM)



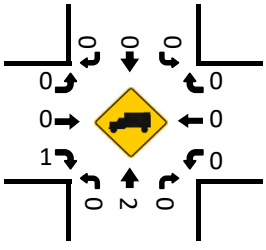
HT (AM)



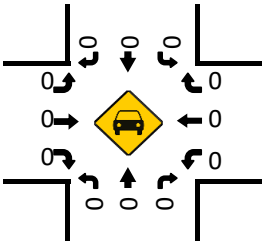
Cars (NOON)



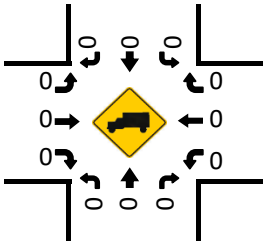

HT (NOON)



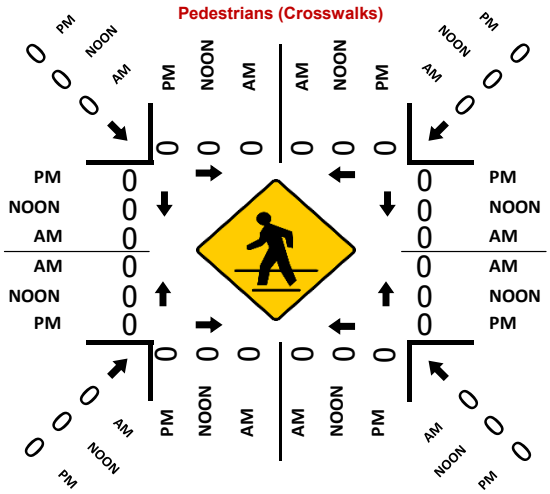

Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



**Project ID:** 24-260054-003
**Location:** Wakeman Dr & Observation Rd
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Observation Rd Eastbound | | | | | | Observation Rd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 3 | 7 | 0 | 0 | 0 | 10 | 0 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 PM | 3 | 4 | 0 | 0 | 0 | 7 | 0 | 4 | 6 | 0 | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total | 6 | 11 | 0 | 0 | 0 | 17 | 0 | 5 | 10 | 0 | 0 | 15 | 1 | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 1:00 PM | 6 | 5 | 0 | 0 | 0 | 11 | 0 | 5 | 1 | 0 | 0 | 6 | 5 | 0 | 2 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 1:15 PM | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 5 | 1 | 0 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1:30 PM | 4 | 7 | 0 | 0 | 0 | 11 | 0 | 6 | 2 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:45 PM | 9 | 5 | 0 | 0 | 0 | 14 | 0 | 7 | 2 | 0 | 0 | 9 | 2 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Total | 22 | 18 | 0 | 0 | 0 | 40 | 0 | 21 | 7 | 0 | 0 | 28 | 8 | 0 | 15 | 0 | 2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 2:00 PM | 5 | 4 | 0 | 0 | 0 | 9 | 0 | 6 | 1 | 0 | 0 | 7 | 2 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:15 PM | 9 | 9 | 0 | 0 | 0 | 18 | 0 | 2 | 2 | 0 | 0 | 4 | 2 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:30 PM | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 5 | 3 | 0 | 0 | 8 | 1 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 2:45 PM | 4 | 7 | 0 | 0 | 0 | 11 | 0 | 9 | 2 | 0 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Total | 21 | 23 | 0 | 0 | 0 | 44 | 0 | 22 | 8 | 0 | 0 | 30 | 6 | 0 | 21 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 3:00 PM | 4 | 3 | 0 | 0 | 0 | 7 | 0 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 3:15 PM | 3 | 6 | 0 | 0 | 0 | 9 | 0 | 5 | 2 | 0 | 0 | 7 | 3 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:30 PM | 6 | 6 | 0 | 0 | 0 | 12 | 0 | 9 | 2 | 0 | 0 | 11 | 2 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 3:45 PM | 3 | 5 | 0 | 0 | 0 | 8 | 0 | 4 | 2 | 0 | 0 | 6 | 4 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Total | 16 | 20 | 0 | 0 | 0 | 36 | 0 | 23 | 8 | 0 | 0 | 31 | 9 | 0 | 15 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 3 | 4 | 0 | 0 | 7 | 4 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:15 PM | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 4 | 6 | 0 | 0 | 10 | 4 | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 65 | 84 | 0 | 0 | 0 | 149 | 0 | 75 | 39 | 0 | 0 | 114 | 28 | 0 | 67 | 0 | 2 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 358 |
| Apprch % | 43.6 | 56.4 | 0.0 | 0.0 | 0.0 | | 0.0 | 65.8 | 34.2 | 0.0 | 0.0 | | 29.5 | 0.0 | 70.5 | 0.0 | 2.1 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 18.2 | 23.5 | 0.0 | 0.0 | 0.0 | 41.6 | 0.0 | 20.9 | 10.9 | 0.0 | 0.0 | 31.8 | 7.8 | 0.0 | 18.7 | 0.0 | 0.6 | 26.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 64 | 81 | 0 | 0 | | 145 | 0 | 74 | 39 | 0 | | 113 | 27 | 0 | 66 | 0 | | 93 | 0 | 0 | 0 | 0 | | 0 | 351 |
| % Cars, PU, Vans | 98.5 | 96.4 | 0.0 | 0.0 | | 97.3 | 0.0 | 98.7 | 100.0 | 0.0 | | 99.1 | 96.4 | 0.0 | 98.5 | 0.0 | | 97.9 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.0 |
| Heavy trucks | 1 | 3 | 0 | 0 | | 4 | 0 | 1 | 0 | 0 | | 1 | 1 | 0 | 1 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 7 |
| %Heavy trucks | 1.5 | 3.6 | 0.0 | 0.0 | | 2.7 | 0.0 | 1.3 | 0.0 | 0.0 | | 0.9 | 3.6 | 0.0 | 1.5 | 0.0 | | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 2.0 |

**Project ID:** 24-260054-003
**Location:** Wakeman Dr & Observation Rd
**City:** Manassas

## PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Observation Rd Eastbound | | | | | Observation Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 1:45 PM | 9 | 5 | 0 | 0 | 14 | 0 | 7 | 2 | 0 | 9 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:00 PM | 5 | 4 | 0 | 0 | 9 | 0 | 6 | 1 | 0 | 7 | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:15 PM | 9 | 9 | 0 | 0 | 18 | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:30 PM | 3 | 3 | 0 | 0 | 6 | 0 | 5 | 3 | 0 | 8 | 1 | 0 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 25 |
| Total Volume | 26 | 21 | 0 | 0 | 47 | 0 | 20 | 8 | 0 | 28 | 7 | 0 | 22 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 104 |
| % App. Total | 55.3 | 44.7 | 0.0 | 0.0 | 100 | 0.0 | 71.4 | 28.6 | 0.0 | 100 | 24.1 | 0.0 | 75.9 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.653 | | | | | 0.778 | | | | | 0.659 | | | | | | 0.929 |
| Cars, PU, Vans | 26 | 19 | 0 | 0 | 45 | 0 | 20 | 8 | 0 | 28 | 7 | 0 | 21 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 101 |
| % Cars, PU, Vans | 100.0 | 90.5 | 0.0 | 0.0 | 95.7 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 95.5 | 0.0 | 96.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 97.1 |
| Heavy trucks | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| %Heavy trucks | 0.0 | 9.5 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 5 | 78 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 176 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 94.79% | 5.21% | 97.50% | 0.00% | 0.00% | 2.50% | | | | | |
| **PEAK HR :** | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.857 | 0.500 | 0.857 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.893 |
| | | | | | | | 0.929 | | | | 0.857 | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 5 | 76 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 173 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 94.74% | 5.26% | 97.44% | 0.00% | 0.00% | 2.56% | | | | | |
| **PEAK HR :** | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.857 | 0.500 | 0.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | | | | | | | 0.929 | | | | 0.821 | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | **12:30 PM - 01:30 PM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas
**Control:** 1-Way Stop(SB)

**Project ID:** 24-260054-005
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | Piper Ln/Observation Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.313 |
| | | | | | | | 0.500 | | | | 0.250 | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas

**Project ID:** 24-260054-005
**Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| **NS/EW Streets:** | Observation Rd | | Observation Rd | | Piper Ln/Observation Rd | | Piper Ln/Observation Rd | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **12:30 PM - 01:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Observation Rd & Piper Ln/Observation Rd

## Peak Hour Turning Movement Count

**ID:** 24-260054-005
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 12:30 PM - 01:30 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

### SOUTHBOUND (Observation Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 24 | 0 | 0 | 2 | 26 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND (Piper Ln/Observation Rd)

| AM | NOON | PM |
|---|---|---|
| 0 | 24 | 0 |
| 0 | 0 | 0 |
| 0 | 24 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

### WESTBOUND (Piper Ln/Observation Rd)

| PM | NOON | AM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

### NORTHBOUND (Observation Rd)

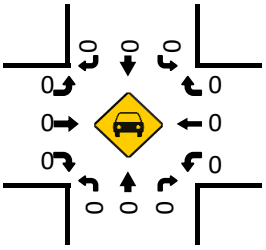
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

### CONTROL

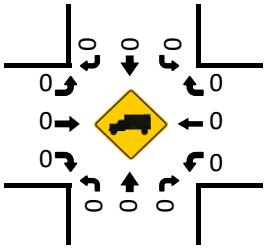
1-Way Stop(SB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 50 | 0 |
| PHF | | 0.89 | |

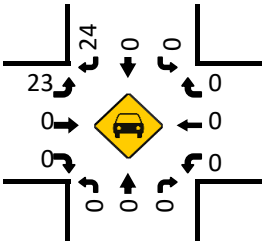
### Cars (AM)



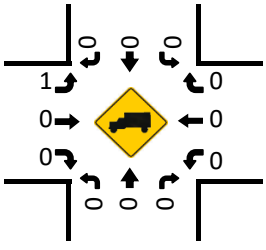
### HT (AM)



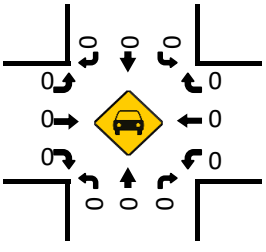
### Cars (NOON)



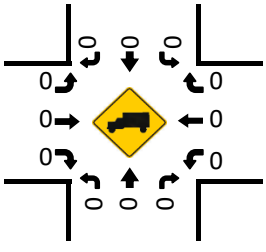

### HT (NOON)



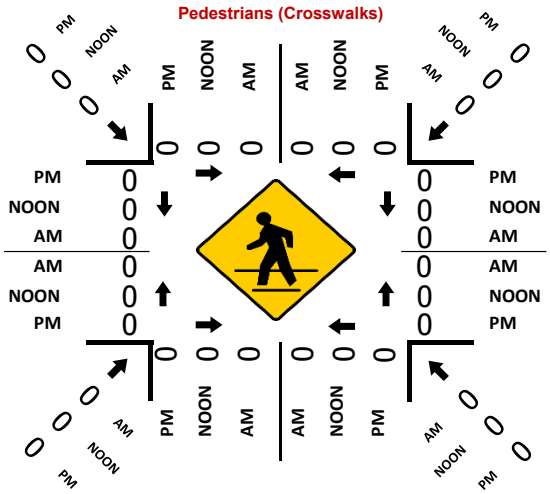

### Cars (PM)



### HT (PM)



### Pedestrians (Crosswalks)



**Project ID:** 24-260054-005
**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Observation Rd Northbound | | | | | | Observation Rd Southbound | | | | | | Piper Ln/Observation Rd Eastbound | | | | | | Piper Ln/Observation Rd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 28 | 18 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 | 16 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 10 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 23 | 22 | 0 | 0 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 5 | 0 | 96 | 78 | 0 | 0 | 2 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 94.8 | 5.2 | 0.0 | | 97.5 | 0.0 | 0.0 | 2.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.7 | 2.8 | 0.0 | 54.5 | 44.3 | 0.0 | 0.0 | 1.1 | 0.0 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 90 | 5 | | 95 | 76 | 0 | 0 | 2 | | 78 | 0 | 0 | 0 | 0 | | 0 | 173 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 98.9 | 100.0 | | 99.0 | 97.4 | 0.0 | 0.0 | 100.0 | | 97.5 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.3 |
| Heavy trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 1 | 2 | 0 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 3 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | | 1.0 | 2.6 | 0.0 | 0.0 | 0.0 | | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.7 |

**Project ID:** 24-260054-005
**Location:** Observation Rd & Piper Ln/Observation Rd
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Observation Rd Northbound | | | | | Observation Rd Southbound | | | | | Piper Ln/Observation Rd Eastbound | | | | | Piper Ln/Observation Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 26 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 50 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 92.3 | 7.7 | 100 | 100.0 | 0.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | | | | | | 0.929 | | | | | 0.857 | | | | | | 0.893 |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 26 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 49 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 95.8 | 0.0 | 0.0 | 0.0 | 95.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.0 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 PM | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 1:00 PM | 1 | 8 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:15 PM | 3 | 3 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:30 PM | 2 | 9 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1:45 PM | 1 | 10 | 0 | 0 | 0 | 6 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 2:00 PM | 3 | 6 | 0 | 0 | 0 | 7 | 4 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 2:15 PM | 1 | 12 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:30 PM | 2 | 3 | 0 | 0 | 0 | 8 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 2:45 PM | 0 | 10 | 0 | 0 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 3:00 PM | 0 | 6 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 3:15 PM | 3 | 7 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 3:30 PM | 0 | 8 | 0 | 0 | 0 | 7 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:45 PM | 1 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 PM | 1 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 4:15 PM | 1 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 19 | 109 | 0 | 0 | 0 | 97 | 39 | 1 | 33 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 306 |
| **APPROACH %'s :** | 14.84% | 85.16% | 0.00% | 0.00% | 0.00% | 70.80% | 28.47% | 0.73% | 80.49% | 0.00% | 19.51% | 0.00% | | | | | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 6 | 31 | 0 | 0 | 0 | 28 | 14 | 1 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 95 |
| **PEAK HR FACTOR :** | 0.500 | 0.646 | 0.000 | 0.000 | 0.000 | 0.875 | 0.583 | 0.250 | 0.688 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.913 |
| | 0.712 | | | | 0.768 | | | | 0.750 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 PM | 0 | 5 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:00 PM | 1 | 8 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:15 PM | 3 | 3 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:30 PM | 2 | 9 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1:45 PM | 1 | 10 | 0 | 0 | 0 | 6 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 2:00 PM | 2 | 6 | 0 | 0 | 0 | 7 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 2:15 PM | 1 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 2:30 PM | 2 | 3 | 0 | 0 | 0 | 8 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 2:45 PM | 0 | 9 | 0 | 0 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:00 PM | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 3:15 PM | 3 | 7 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 3:30 PM | 0 | 8 | 0 | 0 | 0 | 7 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:45 PM | 1 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 PM | 1 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 4:15 PM | 1 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 18 | 106 | 0 | 0 | 0 | 96 | 39 | 0 | 33 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 300 |
| **APPROACH %'s :** | 14.52% | 85.48% | 0.00% | 0.00% | 0.00% | 71.11% | 28.89% | 0.00% | 80.49% | 0.00% | 19.51% | 0.00% | | | | | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 5 | 29 | 0 | 0 | 0 | 28 | 14 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 91 |
| **PEAK HR FACTOR :** | 0.625 | 0.659 | 0.000 | 0.000 | 0.000 | 0.875 | 0.583 | 0.000 | 0.688 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.948 |
| | 0.708 | | | | 0.750 | | | | 0.750 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | | | | | | | | | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.750 | | | | 0.250 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-007
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Northern) | | | | Harry J Parrish Blvd West (Northern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 57.14% | 42.86% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | 0.250 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern) **Project ID:** 24-260054-007
**City:** Manassas **Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd West (Northern) | | Harry J Parrish Blvd West (Northern) | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **APPROACH %'s :** | | | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | **02:00 PM - 03:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | | 0.250 | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Harry J Parrish Blvd West (Northern)

## Peak Hour Turning Movement Count

**ID:** 24-260054-007
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 02:00 PM - 03:00 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

**CONTROL:** 1-Way Stop(EB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 95 | 0 |
| PHF | | 0.91 | |

### SOUTHBOUND (Wakeman Dr)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 14 | 28 | 0 | 1 | 43 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND (Harry J Parrish Blvd West (Northern))

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 20 | 0 | |
| 0 | 0 | 0 | 0 |
| 0 | 11 | 0 | 0.5 |
| 0 | 0 | 0 | 0 |
| 0 | 4 | 0 | 0.5 |
| AM | NOON | PM | |

### WESTBOUND (Harry J Parrish Blvd West (Northern))

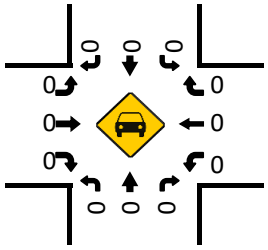
| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |
| PM | NOON | AM | |

### NORTHBOUND (Wakeman Dr)

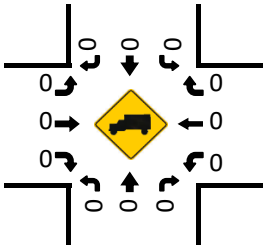
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 32 | 0 | 6 | 31 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

1 1 0 0 — 0 0 1 0

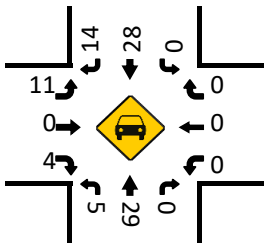
### Cars (AM)



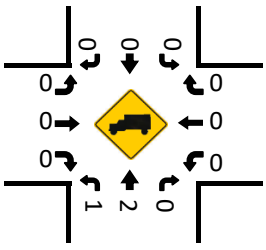
### HT (AM)



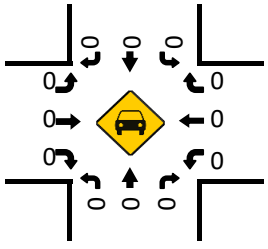
### Cars (NOON)



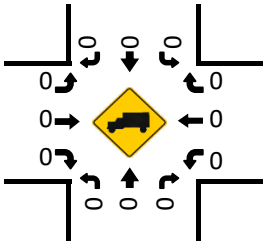

### HT (NOON)



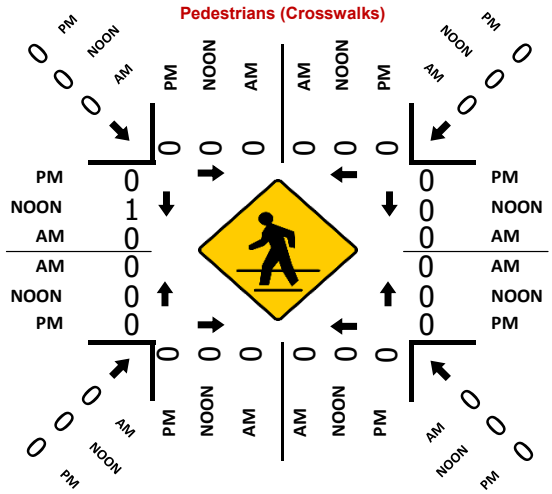

### Cars (PM)



### HT (PM)



### Pedestrians (Crosswalks)



**Project ID:** 24-260054-007
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Harry J Parrish Blvd West (Northern) Eastbound | | | | | | Harry J Parrish Blvd West (Northern) Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 12 | 2 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 1:00 PM | 1 | 8 | 0 | 0 | 0 | 9 | 0 | 7 | 1 | 0 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:15 PM | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:30 PM | 2 | 9 | 0 | 0 | 0 | 11 | 0 | 4 | 4 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1:45 PM | 1 | 10 | 0 | 0 | 0 | 11 | 0 | 6 | 4 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total | 7 | 30 | 0 | 0 | 0 | 37 | 0 | 21 | 12 | 0 | 0 | 33 | 7 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 2:00 PM | 3 | 6 | 0 | 0 | 0 | 9 | 0 | 7 | 4 | 1 | 0 | 12 | 4 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 2:15 PM | 1 | 12 | 0 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:30 PM | 2 | 3 | 0 | 0 | 0 | 5 | 0 | 8 | 6 | 0 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 2:45 PM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total | 6 | 31 | 0 | 0 | 0 | 37 | 0 | 28 | 14 | 1 | 0 | 43 | 11 | 0 | 4 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 3:00 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 7 | 2 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 3:15 PM | 3 | 7 | 0 | 0 | 0 | 10 | 0 | 9 | 1 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 3:30 PM | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 7 | 5 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:45 PM | 1 | 5 | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 4 | 26 | 0 | 0 | 0 | 30 | 0 | 28 | 10 | 0 | 0 | 38 | 8 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 4:00 PM | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 4:15 PM | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 2 | 8 | 0 | 0 | 0 | 10 | 0 | 8 | 1 | 0 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 19 | 109 | 0 | 0 | 0 | 128 | 0 | 97 | 39 | 1 | 0 | 137 | 33 | 0 | 8 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| Apprch % | 14.8 | 85.2 | 0.0 | 0.0 | 0.0 | | 0.0 | 70.8 | 28.5 | 0.7 | 0.0 | | 80.5 | 0.0 | 19.5 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 6.2 | 35.6 | 0.0 | 0.0 | 0.0 | 41.8 | 0.0 | 31.7 | 12.7 | 0.3 | 0.0 | 44.8 | 10.8 | 0.0 | 2.6 | 0.0 | 0.3 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 18 | 106 | 0 | 0 | | 124 | 0 | 96 | 39 | 0 | | 135 | 33 | 0 | 8 | 0 | | 41 | 0 | 0 | 0 | 0 | | 0 | 300 |
| % Cars, PU, Vans | 94.7 | 97.2 | 0.0 | 0.0 | | 96.9 | 0.0 | 99.0 | 100.0 | 0.0 | | 98.5 | 100.0 | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.0 |
| Heavy trucks | 1 | 3 | 0 | 0 | | 4 | 0 | 1 | 0 | 1 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 6 |
| %Heavy trucks | 5.3 | 2.8 | 0.0 | 0.0 | | 3.1 | 0.0 | 1.0 | 0.0 | 100.0 | | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 2.0 |

**Project ID:** 24-260054-007
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Northern)
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd West (Northern) Eastbound | | | | | Harry J Parrish Blvd West (Northern) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3 | 6 | 0 | 0 | 9 | 0 | 7 | 4 | 1 | 12 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 26 |
| 2:15 PM | 1 | 12 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 5 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:30 PM | 2 | 3 | 0 | 0 | 5 | 0 | 8 | 6 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 2:45 PM | 0 | 10 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total Volume | 6 | 31 | 0 | 0 | 37 | 0 | 28 | 14 | 1 | 43 | 11 | 0 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 95 |
| % App. Total | 16.2 | 83.8 | 0.0 | 0.0 | 100 | 0.0 | 65.1 | 32.6 | 2.3 | 100 | 73.3 | 0.0 | 26.7 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.712 | | | | | 0.768 | | | | | 0.750 | | | | | | 0.913 |
| Cars, PU, Vans | 5 | 29 | 0 | 0 | 34 | 0 | 28 | 14 | 0 | 42 | 11 | 0 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 91 |
| % Cars, PU, Vans | 83.3 | 93.5 | 0.0 | 0.0 | 91.9 | 0.0 | 100.0 | 100.0 | 0.0 | 97.7 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.8 |
| Heavy trucks | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| %Heavy trucks | 16.7 | 6.5 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 100.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 15 |
| 12:45 PM | 0 | 1 | 2 | 0 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 16 |
| 1:00 PM | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 18 |
| 1:15 PM | 0 | 1 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 17 |
| 1:30 PM | 1 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 8 | 0 | 25 |
| 1:45 PM | 0 | 3 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 8 | 0 | 23 |
| 2:00 PM | 0 | 4 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 |
| 2:15 PM | 0 | 1 | 2 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 11 | 0 | 25 |
| 2:30 PM | 1 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 16 |
| 2:45 PM | 0 | 4 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 6 | 2 | 26 |
| 3:00 PM | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 19 |
| 3:15 PM | 2 | 5 | 3 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 0 | 30 |
| 3:30 PM | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 16 |
| 3:45 PM | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 17 |
| 4:00 PM | 0 | 2 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 14 |
| 4:15 PM | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 10 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 29 | 22 | 0 | 88 | 16 | 1 | 0 | 8 | 14 | 1 | 0 | 20 | 9 | 91 | 2 | 305 |
| **APPROACH %'s :** | 7.27% | 52.73% | 40.00% | 0.00% | 83.81% | 15.24% | 0.95% | 0.00% | 34.78% | 60.87% | 4.35% | 0.00% | 16.39% | 7.38% | 74.59% | 1.64% | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 11 | 6 | 0 | 28 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 6 | 2 | 22 | 2 | 91 |
| **PEAK HR FACTOR :** | 0.250 | 0.550 | 0.500 | 0.000 | 0.778 | 0.625 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.917 | 0.250 | 0.758 |
| | 0.475 | | | | 0.825 | | | | 0.438 | | | | 0.727 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 15 |
| 12:45 PM | 0 | 1 | 2 | 0 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 15 |
| 1:00 PM | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 18 |
| 1:15 PM | 0 | 1 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 17 |
| 1:30 PM | 1 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 8 | 0 | 25 |
| 1:45 PM | 0 | 3 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 8 | 0 | 23 |
| 2:00 PM | 0 | 4 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 |
| 2:15 PM | 0 | 1 | 2 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 10 | 0 | 24 |
| 2:30 PM | 1 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 16 |
| 2:45 PM | 0 | 4 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 5 | 2 | 25 |
| 3:00 PM | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 18 |
| 3:15 PM | 2 | 5 | 2 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 0 | 29 |
| 3:30 PM | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 16 |
| 3:45 PM | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 17 |
| 4:00 PM | 0 | 2 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 14 |
| 4:15 PM | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 10 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 29 | 21 | 0 | 87 | 16 | 1 | 0 | 8 | 14 | 1 | 0 | 20 | 9 | 87 | 2 | 299 |
| **APPROACH %'s :** | 7.41% | 53.70% | 38.89% | 0.00% | 83.65% | 15.38% | 0.96% | 0.00% | 34.78% | 60.87% | 4.35% | 0.00% | 16.95% | 7.63% | 73.73% | 1.69% | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 11 | 5 | 0 | 27 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 6 | 2 | 21 | 2 | 88 |
| **PEAK HR FACTOR :** | 0.250 | 0.550 | 0.625 | 0.000 | 0.750 | 0.625 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.875 | 0.250 | 0.759 |
| | 0.500 | | | | 0.800 | | | | 0.438 | | | | 0.775 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.750 |
| | 0.250 | | | | 0.250 | | | | | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-008
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | Harry J Parrish Blvd East (Central) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| **APPROACH %'s :** | 0.00% | 75.00% | 25.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | 0.250 | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central) **Project ID:** 24-260054-008
**City:** Manassas **Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd East (Central) | | Harry J Parrish Blvd East (Central) | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | **02:45 PM - 03:45 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Harry J Parrish Blvd East (Central)

## Peak Hour Turning Movement Count

**ID:** 24-260054-008
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 02:45 PM - 03:45 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

**CONTROL:** 2-Way Stop(EB/WB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 91 | 0 |
| PHF | | 0.76 | |

### SOUTHBOUND (Wakeman Dr)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 5 | 28 | 0 | 34 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

0 1 0 0

### EASTBOUND (Harry J Parrish Blvd East (Central))

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 4 | 0 | |
| 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 |
| 0 | 6 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| AM | NOON | PM | |

### WESTBOUND (Harry J Parrish Blvd East (Central))

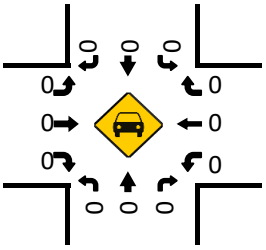
| PM | NOON | AM | |
|---|---|---|---|
| 0 | 22 | 0 | 0.5 |
| 0 | 2 | 0 | 0.5 |
| 0 | 6 | 0 | 0 |
| 0 | 2 | 0 | 0 |
| | 0 | 42 | 0 |
| PM | NOON | AM | |

0 0 1 0

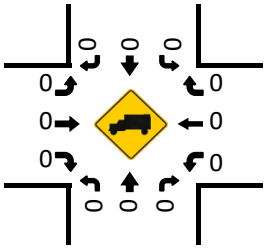
### NORTHBOUND (Wakeman Dr)

| | | | | | |
|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | PM |
| NOON | 11 | 0 | 2 | 11 | 6 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

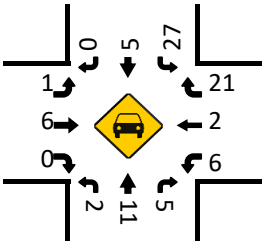
Cars (AM)



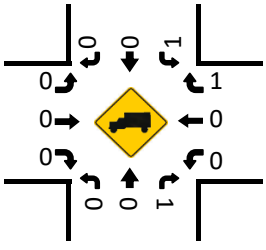
HT (AM)



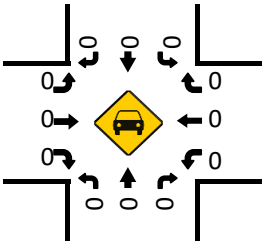
Cars (NOON)



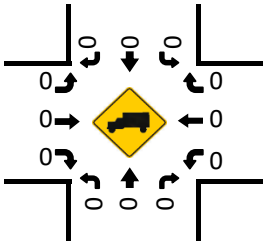

HT (NOON)



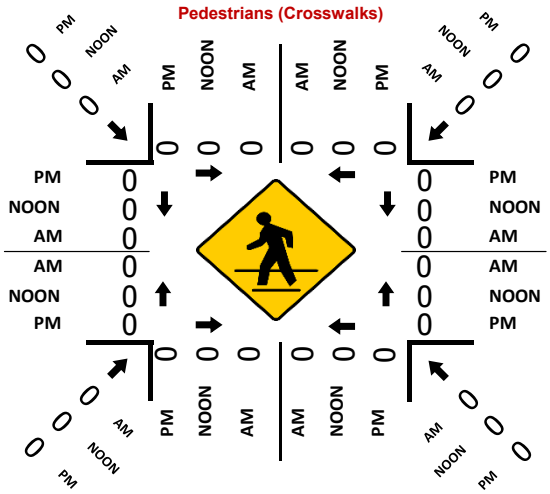

Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



**Project ID:** 24-260054-008
**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Harry J Parrish Blvd East (Central) Eastbound | | | | | | Harry J Parrish Blvd East (Central) Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 6 | 15 |
| 12:45 PM | 0 | 1 | 2 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 5 | 16 |
| Total | 0 | 3 | 2 | 0 | 0 | 5 | 9 | 3 | 0 | 0 | 0 | 12 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 10 | 0 | 0 | 11 | 31 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 7 | 0 | 0 | 8 | 18 |
| 1:15 PM | 0 | 1 | 3 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 0 | 8 | 17 |
| 1:30 PM | 1 | 1 | 3 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 3 | 8 | 0 | 0 | 13 | 25 |
| 1:45 PM | 0 | 3 | 1 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 8 | 0 | 0 | 12 | 23 |
| Total | 1 | 5 | 7 | 0 | 0 | 13 | 17 | 4 | 1 | 0 | 0 | 22 | 4 | 2 | 1 | 0 | 0 | 7 | 10 | 3 | 28 | 0 | 0 | 41 | 83 |
| 2:00 PM | 0 | 4 | 1 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 18 |
| 2:15 PM | 0 | 1 | 2 | 0 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 11 | 0 | 0 | 13 | 25 |
| 2:30 PM | 1 | 1 | 0 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 16 |
| 2:45 PM | 0 | 4 | 2 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 2 | 0 | 11 | 26 |
| Total | 1 | 10 | 5 | 0 | 0 | 16 | 29 | 3 | 0 | 0 | 1 | 32 | 1 | 2 | 0 | 0 | 0 | 3 | 4 | 2 | 26 | 2 | 0 | 34 | 85 |
| 3:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 8 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 6 | 19 |
| 3:15 PM | 2 | 5 | 3 | 0 | 0 | 10 | 9 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 0 | 0 | 10 | 30 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 5 | 16 |
| 3:45 PM | 0 | 1 | 2 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 4 | 0 | 0 | 5 | 17 |
| Total | 2 | 8 | 6 | 0 | 0 | 16 | 25 | 5 | 0 | 0 | 0 | 30 | 2 | 8 | 0 | 0 | 0 | 10 | 3 | 3 | 20 | 0 | 0 | 26 | 82 |
| 4:00 PM | 0 | 2 | 2 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 14 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 6 | 10 |
| Total | 0 | 3 | 2 | 0 | 0 | 5 | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 0 | 0 | 10 | 24 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 29 | 22 | 0 | 0 | 55 | 88 | 16 | 1 | 0 | 1 | 105 | 8 | 14 | 1 | 0 | 0 | 23 | 20 | 9 | 91 | 2 | 0 | 122 | 305 |
| Apprch % | 7.3 | 52.7 | 40.0 | 0.0 | 0.0 | | 83.8 | 15.2 | 1.0 | 0.0 | 1.0 | | 34.8 | 60.9 | 4.3 | 0.0 | 0.0 | | 16.4 | 7.4 | 74.6 | 1.6 | 0.0 | | |
| Total % | 1.3 | 9.5 | 7.2 | 0.0 | 0.0 | 18.0 | 28.9 | 5.2 | 0.3 | 0.0 | 0.3 | 34.4 | 2.6 | 4.6 | 0.3 | 0.0 | 0.0 | 7.5 | 6.6 | 3.0 | 29.8 | 0.7 | 0.0 | 40.0 | |
| Cars, PU, Vans | 4 | 29 | 21 | 0 | | 54 | 87 | 16 | 1 | 0 | | 104 | 8 | 14 | 1 | 0 | | 23 | 20 | 9 | 87 | 2 | | 118 | 299 |
| % Cars, PU, Vans | 100.0 | 100.0 | 95.5 | 0.0 | | 98.2 | 98.9 | 100.0 | 100.0 | 0.0 | | 99.0 | 100.0 | 100.0 | 100.0 | 0.0 | | 100.0 | 100.0 | 100.0 | 95.6 | 100.0 | | 96.7 | 98.0 |
| Heavy trucks | 0 | 0 | 1 | 0 | | 1 | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 4 | 6 |
| %Heavy trucks | 0.0 | 0.0 | 4.5 | 0.0 | | 1.8 | 1.1 | 0.0 | 0.0 | 0.0 | | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | | 3.3 | 2.0 |

**Project ID:** 24-260054-008
**Location:** Wakeman Dr & Harry J Parrish Blvd East (Central)
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd East (Central) Eastbound | | | | | Harry J Parrish Blvd East (Central) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 2:45 PM | 0 | 4 | 2 | 0 | 6 | 7 | 1 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 6 | 2 | 11 | 26 |
| 3:00 PM | 0 | 0 | 1 | 0 | 1 | 6 | 2 | 0 | 0 | 8 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 5 | 0 | 6 | 19 |
| 3:15 PM | 2 | 5 | 3 | 0 | 10 | 9 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 0 | 10 | 30 |
| 3:30 PM | 0 | 2 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 5 | 16 |
| Total Volume | 2 | 11 | 6 | 0 | 19 | 28 | 5 | 0 | 0 | 33 | 1 | 6 | 0 | 0 | 7 | 6 | 2 | 22 | 2 | 32 | 91 |
| % App. Total | 10.5 | 57.9 | 31.6 | 0.0 | 100 | 84.8 | 15.2 | 0.0 | 0.0 | 100 | 14.3 | 85.7 | 0.0 | 0.0 | 100 | 18.8 | 6.3 | 68.8 | 6.3 | 100 | |
| PHF | | | | | 0.475 | | | | | 0.825 | | | | | 0.438 | | | | | 0.727 | 0.758 |
| Cars, PU, Vans | 2 | 11 | 5 | 0 | 18 | 27 | 5 | 0 | 0 | 32 | 1 | 6 | 0 | 0 | 7 | 6 | 2 | 21 | 2 | 31 | 88 |
| % Cars, PU, Vans | 100.0 | 100.0 | 83.3 | 0.0 | 94.7 | 96.4 | 100.0 | 0.0 | 0.0 | 97.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 95.5 | 100.0 | 96.9 | 96.7 |
| Heavy trucks | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| %Heavy trucks | 0.0 | 0.0 | 16.7 | 0.0 | 5.3 | 3.6 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 3.1 | 3.3 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 22 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 22 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 30 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 29 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 30 |
| 2:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 26 |
| 2:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 26 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 29 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 25 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 9 | 0 | 160 | 2 | 170 | 6 | 0 | 1 | 0 | 5 | 13 | 0 | 366 |
| **APPROACH %'s :** | | | | | 5.26% | 0.00% | 93.57% | 1.17% | 96.05% | 3.39% | 0.00% | 0.56% | 0.00% | 27.78% | 72.22% | 0.00% | |
| **PEAK HR :** | 02:30 PM - 03:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 3 | 0 | 41 | 0 | 63 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 114 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.788 | 0.000 | 0.788 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.333 | 0.000 | 0.864 |
| | | | | | | | 0.846 | | | | 0.813 | | | | 0.417 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 21 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 22 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 30 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 27 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 28 |
| 2:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 26 |
| 2:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 26 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 28 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 25 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 9 | 0 | 155 | 2 | 166 | 6 | 0 | 1 | 0 | 5 | 13 | 0 | 357 |
| **APPROACH %'s :** | | | | | 5.42% | 0.00% | 93.37% | 1.20% | 95.95% | 3.47% | 0.00% | 0.58% | 0.00% | 27.78% | 72.22% | 0.00% | |
| **PEAK HR :** | 02:30 PM - 03:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 3 | 0 | 41 | 0 | 61 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 112 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.788 | 0.000 | 0.803 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.333 | 0.000 | 0.875 |
| | | | | | | | 0.846 | | | | 0.829 | | | | 0.417 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 02:30 PM - 03:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | | 0.500 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 24-260054-009
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | Harry J Parrish Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 02:30 PM - 03:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas

**Project ID:** 24-260054-009
**Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| **NS/EW Streets:** | Clover Hill Rd | | Clover Hill Rd | | Harry J Parrish Blvd | | Harry J Parrish Blvd | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | **02:30 PM - 03:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Clover Hill Rd & Harry J Parrish Blvd

## Peak Hour Turning Movement Count

**ID:** 24-260054-009
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 02:30 PM - 03:30 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

### SOUTHBOUND (Clover Hill Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 41 | 0 | 3 | 0 | 67 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND (Harry J Parrish Blvd)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 0 | 43 | 0 | | |
| 0 | 1 | 0 | 0 | |
| 0 | 63 | 0 | 0.5 | |
| 0 | 1 | 0 | 0.5 | |
| 0 | 0 | 0 | 0 | |
| AM | NOON | PM | | |

### WESTBOUND (Harry J Parrish Blvd)

| PM | NOON | AM | | |
|---|---|---|---|---|
| 0 | 4 | 0 | 1 | |
| 0 | 1 | 0 | 1 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 0 | 4 | 0 | | |
| PM | NOON | AM | | |

### NORTHBOUND (Clover Hill Rd)

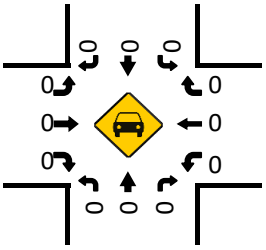
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

### CONTROL

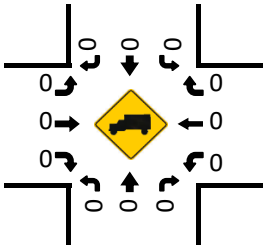
2-Way Stop(EB/WB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 114 | 0 |
| PHF | | 0.86 | |

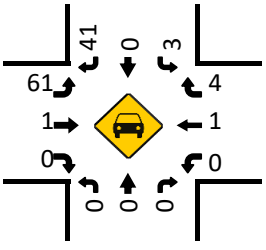
### Cars (AM)



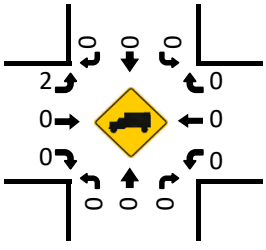
### HT (AM)



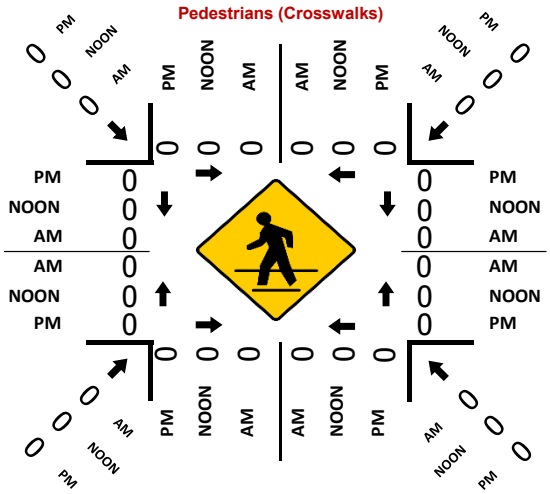
### Cars (NOON)



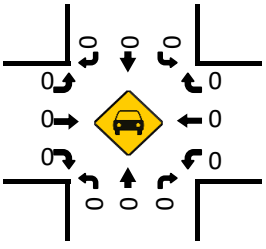

### HT (NOON)



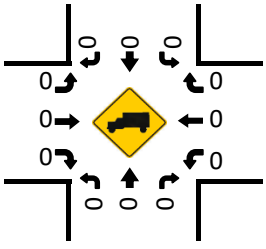

### Pedestrians (Crosswalks)



### Cars (PM)



### HT (PM)



**Project ID:** 24-260054-009
**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Clover Hill Rd Northbound | | | | | | Clover Hill Rd Southbound | | | | | | Harry J Parrish Blvd Eastbound | | | | | | Harry J Parrish Blvd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 2 | 22 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 10 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 2 | 22 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 20 | 18 | 2 | 0 | 0 | 0 | 20 | 0 | 0 | 4 | 0 | 0 | 4 | 44 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 7 | 11 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 14 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 11 | 1 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 30 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 43 | 0 | 0 | 45 | 32 | 1 | 0 | 0 | 0 | 33 | 0 | 1 | 1 | 0 | 0 | 2 | 80 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 19 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 2 | 29 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 17 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 30 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 10 | 14 | 1 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 26 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 10 | 14 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 26 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 51 | 0 | 1 | 56 | 47 | 2 | 0 | 1 | 0 | 50 | 0 | 2 | 3 | 0 | 0 | 5 | 111 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 3 | 0 | 0 | 3 | 29 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 13 | 11 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 25 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 40 | 0 | 0 | 42 | 55 | 0 | 0 | 0 | 0 | 55 | 0 | 1 | 3 | 0 | 0 | 4 | 101 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 2 | 15 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 9 | 1 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 18 | 1 | 0 | 0 | 0 | 19 | 0 | 1 | 2 | 0 | 0 | 3 | 30 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 160 | 2 | 1 | 171 | 170 | 6 | 0 | 1 | 0 | 177 | 0 | 5 | 13 | 0 | 0 | 18 | 366 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 5.3 | 0.0 | 93.6 | 1.2 | 0.6 | | 96.0 | 3.4 | 0.0 | 0.6 | 0.0 | | 0.0 | 27.8 | 72.2 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 43.7 | 0.5 | 0.3 | 46.7 | 46.4 | 1.6 | 0.0 | 0.3 | 0.0 | 48.4 | 0.0 | 1.4 | 3.6 | 0.0 | 0.0 | 4.9 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | | 0 | 9 | 0 | 155 | 2 | | 166 | 166 | 6 | 0 | 1 | | 173 | 0 | 5 | 13 | 0 | | 18 | 357 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 96.9 | 100.0 | | 97.1 | 97.6 | 100.0 | 0.0 | 100.0 | | 97.7 | 0.0 | 100.0 | 100.0 | 0.0 | | 100.0 | 97.5 |
| Heavy trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 0 | | 5 | 4 | 0 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 9 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | | 2.9 | 2.4 | 0.0 | 0.0 | 0.0 | | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 2.5 |

**Project ID:** 24-260054-009
**Location:** Clover Hill Rd & Harry J Parrish Blvd
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Clover Hill Rd Northbound | | | | | Clover Hill Rd Southbound | | | | | Harry J Parrish Blvd Eastbound | | | | | Harry J Parrish Blvd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 10 | 14 | 1 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 26 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 10 | 14 | 0 | 0 | 1 | 15 | 0 | 0 | 1 | 0 | 1 | 26 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 3 | 0 | 3 | 29 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 33 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 41 | 0 | 44 | 63 | 1 | 0 | 1 | 65 | 0 | 1 | 4 | 0 | 5 | 114 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6.8 | 0.0 | 93.2 | 0.0 | 100 | 96.9 | 1.5 | 0.0 | 1.5 | 100 | 0.0 | 20.0 | 80.0 | 0.0 | 100 | |
| PHF | | | | | | | | | 0.846 | | | | | 0.813 | | | | | 0.417 | | 0.864 |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 41 | 0 | 44 | 61 | 1 | 0 | 1 | 63 | 0 | 1 | 4 | 0 | 5 | 112 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 96.8 | 100.0 | 0.0 | 100.0 | 96.9 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 98.2 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 5 | 3 | 4 | 0 | 10 | 1 | 32 | 0 | 34 | 313 | 7 | 0 | 3 | 348 | 12 | 3 | 775 |
| 12:45 PM | 4 | 2 | 5 | 0 | 16 | 0 | 33 | 0 | 35 | 317 | 0 | 0 | 9 | 392 | 10 | 2 | 825 |
| 1:00 PM | 4 | 1 | 8 | 0 | 10 | 3 | 39 | 0 | 26 | 333 | 1 | 0 | 3 | 364 | 10 | 3 | 805 |
| 1:15 PM | 2 | 0 | 3 | 0 | 3 | 1 | 33 | 0 | 32 | 330 | 7 | 1 | 2 | 366 | 8 | 0 | 788 |
| 1:30 PM | 1 | 4 | 6 | 0 | 15 | 2 | 46 | 0 | 32 | 333 | 7 | 0 | 7 | 347 | 13 | 4 | 817 |
| 1:45 PM | 3 | 1 | 2 | 0 | 7 | 1 | 35 | 0 | 34 | 318 | 6 | 3 | 5 | 371 | 11 | 1 | 798 |
| 2:00 PM | 2 | 0 | 7 | 0 | 11 | 1 | 39 | 0 | 40 | 357 | 11 | 1 | 7 | 366 | 9 | 2 | 853 |
| 2:15 PM | 2 | 2 | 8 | 0 | 8 | 3 | 34 | 0 | 36 | 372 | 8 | 1 | 6 | 373 | 12 | 0 | 865 |
| 2:30 PM | 7 | 2 | 5 | 0 | 7 | 3 | 39 | 0 | 42 | 341 | 4 | 2 | 3 | 370 | 5 | 2 | 832 |
| 2:45 PM | 5 | 2 | 8 | 0 | 4 | 2 | 31 | 0 | 37 | 373 | 6 | 0 | 2 | 348 | 9 | 4 | 831 |
| 3:00 PM | 6 | 0 | 12 | 0 | 6 | 2 | 26 | 0 | 30 | 347 | 5 | 0 | 4 | 316 | 11 | 0 | 765 |
| 3:15 PM | 5 | 4 | 9 | 0 | 5 | 2 | 30 | 0 | 32 | 376 | 5 | 3 | 6 | 344 | 10 | 2 | 833 |
| 3:30 PM | 2 | 6 | 5 | 0 | 8 | 2 | 54 | 0 | 44 | 380 | 5 | 0 | 6 | 278 | 14 | 3 | 807 |
| 3:45 PM | 2 | 1 | 6 | 0 | 7 | 0 | 38 | 0 | 36 | 379 | 4 | 0 | 1 | 369 | 10 | 0 | 853 |
| 4:00 PM | 4 | 3 | 2 | 0 | 10 | 1 | 34 | 0 | 43 | 364 | 1 | 1 | 2 | 332 | 6 | 3 | 806 |
| 4:15 PM | 2 | 3 | 6 | 0 | 6 | 0 | 37 | 0 | 27 | 338 | 1 | 1 | 3 | 295 | 8 | 0 | 727 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 56 | 34 | 96 | 0 | 133 | 24 | 580 | 0 | 560 | 5571 | 78 | 13 | 69 | 5579 | 158 | 29 | 12980 |
| **APPROACH %'s :** | 30.11% | 18.28% | 51.61% | 0.00% | 18.05% | 3.26% | 78.70% | 0.00% | 9.00% | 89.54% | 1.25% | 0.21% | 1.18% | 95.61% | 2.71% | 0.50% | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 16 | 6 | 28 | 0 | 30 | 9 | 143 | 0 | 155 | 1443 | 29 | 4 | 18 | 1457 | 35 | 8 | 3381 |
| **PEAK HR FACTOR :** | 0.571 | 0.750 | 0.875 | 0.000 | 0.682 | 0.750 | 0.917 | 0.000 | 0.923 | 0.967 | 0.659 | 0.500 | 0.643 | 0.977 | 0.729 | 0.500 | 0.977 |
| | 0.833 | | | | 0.892 | | | | 0.978 | | | | 0.971 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 5 | 3 | 4 | 0 | 10 | 1 | 32 | 0 | 34 | 302 | 6 | 0 | 3 | 334 | 12 | 3 | 749 |
| 12:45 PM | 4 | 2 | 5 | 0 | 16 | 0 | 33 | 0 | 35 | 308 | 0 | 0 | 9 | 373 | 10 | 2 | 797 |
| 1:00 PM | 4 | 1 | 8 | 0 | 10 | 3 | 37 | 0 | 26 | 324 | 1 | 0 | 3 | 357 | 9 | 3 | 786 |
| 1:15 PM | 2 | 0 | 3 | 0 | 3 | 1 | 33 | 0 | 32 | 314 | 7 | 1 | 2 | 356 | 7 | 0 | 761 |
| 1:30 PM | 1 | 4 | 6 | 0 | 15 | 2 | 46 | 0 | 32 | 317 | 7 | 0 | 7 | 334 | 13 | 4 | 788 |
| 1:45 PM | 3 | 1 | 2 | 0 | 7 | 1 | 35 | 0 | 34 | 308 | 6 | 3 | 5 | 362 | 10 | 1 | 778 |
| 2:00 PM | 2 | 0 | 7 | 0 | 11 | 1 | 38 | 0 | 39 | 350 | 10 | 1 | 6 | 360 | 8 | 2 | 835 |
| 2:15 PM | 2 | 2 | 8 | 0 | 8 | 3 | 34 | 0 | 36 | 368 | 8 | 1 | 4 | 362 | 12 | 0 | 848 |
| 2:30 PM | 7 | 2 | 5 | 0 | 7 | 3 | 39 | 0 | 42 | 334 | 4 | 2 | 3 | 360 | 5 | 2 | 815 |
| 2:45 PM | 5 | 2 | 8 | 0 | 4 | 2 | 31 | 0 | 36 | 363 | 6 | 0 | 2 | 340 | 9 | 4 | 812 |
| 3:00 PM | 6 | 0 | 11 | 0 | 6 | 2 | 26 | 0 | 30 | 336 | 5 | 0 | 4 | 307 | 11 | 0 | 744 |
| 3:15 PM | 5 | 4 | 9 | 0 | 5 | 2 | 30 | 0 | 32 | 364 | 5 | 3 | 6 | 337 | 10 | 2 | 814 |
| 3:30 PM | 2 | 6 | 4 | 0 | 8 | 2 | 54 | 0 | 43 | 376 | 5 | 0 | 6 | 269 | 14 | 3 | 792 |
| 3:45 PM | 2 | 1 | 6 | 0 | 7 | 0 | 38 | 0 | 36 | 372 | 4 | 0 | 1 | 366 | 10 | 0 | 843 |
| 4:00 PM | 4 | 3 | 2 | 0 | 10 | 1 | 34 | 0 | 43 | 359 | 1 | 1 | 2 | 327 | 6 | 3 | 796 |
| 4:15 PM | 2 | 3 | 4 | 0 | 6 | 0 | 37 | 0 | 27 | 328 | 1 | 1 | 3 | 289 | 8 | 0 | 709 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 56 | 34 | 92 | 0 | 133 | 24 | 577 | 0 | 557 | 5423 | 76 | 13 | 66 | 5433 | 154 | 29 | 12667 |
| **APPROACH %'s :** | 30.77% | 18.68% | 50.55% | 0.00% | 18.12% | 3.27% | 78.61% | 0.00% | 9.18% | 89.36% | 1.25% | 0.21% | 1.16% | 95.62% | 2.71% | 0.51% | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 16 | 6 | 28 | 0 | 30 | 9 | 142 | 0 | 153 | 1415 | 28 | 4 | 15 | 1422 | 34 | 8 | 3310 |
| **PEAK HR FACTOR :** | 0.571 | 0.750 | 0.875 | 0.000 | 0.682 | 0.750 | 0.910 | 0.000 | 0.911 | 0.961 | 0.700 | 0.500 | 0.625 | 0.982 | 0.708 | 0.500 | 0.976 |
| | 0.833 | | | | 0.905 | | | | 0.969 | | | | 0.978 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/16/2024

## Data - HT

| **NS/EW Streets:** | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 14 | 0 | 0 | 26 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 19 | 0 | 0 | 28 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 1 | 0 | 19 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 10 | 1 | 0 | 27 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 13 | 0 | 0 | 29 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 9 | 1 | 0 | 20 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 1 | 0 | 1 | 6 | 1 | 0 | 18 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 11 | 0 | 0 | 17 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 17 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 19 |
| 3:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 21 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 7 | 0 | 0 | 19 |
| 3:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 15 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 18 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 3 | 148 | 2 | 0 | 3 | 146 | 4 | 0 | 313 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 1.96% | 96.73% | 1.31% | 0.00% | 1.96% | 95.42% | 2.61% | 0.00% | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 28 | 1 | 0 | 3 | 35 | 1 | 0 | 71 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.700 | 0.250 | 0.000 | 0.375 | 0.795 | 0.250 | 0.000 | 0.934 |
| | | | | | | | 0.250 | | | | 0.705 | | | | 0.750 | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Control:** Signalized

**Project ID:** 24-260054-010
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Prince William Pkwy | | | | Prince William Pkwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 0.5 | 0.5 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **APPROACH %'s :** | 0.00% | 75.00% | 25.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.250 | | | | 0.250 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas
**Project ID:** 24-260054-010
**Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| **NS/EW Streets:** | Clover Hill Rd | | Clover Hill Rd | | Prince William Pkwy | | Prince William Pkwy | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 100.00% | 0.00% | | | |
| **PEAK HR :** | **02:00 PM - 03:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | | | 0.250 | | | | 0.250 |
| | | | | | 0.250 | | | | |

Prepared by National Data & Surveying Services

# Clover Hill Rd & Prince William Pkwy

## Peak Hour Turning Movement Count

**ID:** 24-260054-010
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 02:00 PM - 03:00 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

### SOUTHBOUND (Clover Hill Rd)

| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 AM |
| NOON | 143 | 9 | 30 | 0 | 196 NOON |
| PM | 0 | 0 | 0 | 0 | 0 PM |

### EASTBOUND (Prince William Pkwy)

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 1620 | 0 | |
| 0 | 4 | 0 | 0 |
| 0 | 155 | 0 | 1 |
| 0 | 1443 | 0 | 2 |
| 0 | 29 | 0 | 1 |

### WESTBOUND (Prince William Pkwy)

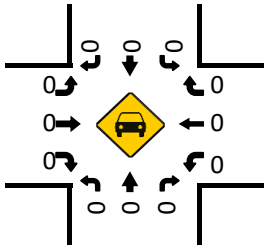
| PM | NOON | AM | |
|---|---|---|---|
| 0 | 35 | 0 | 1 |
| 0 | 1457 | 0 | 2 |
| 0 | 18 | 0 | 1 |
| 0 | 8 | 0 | 0 |
| 0 | 1509 | 0 | |

### NORTHBOUND (Clover Hill Rd)

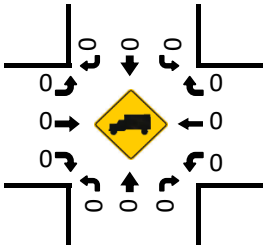
| | Left | Thru | Thru | Right | |
|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 PM |
| NOON | 56 | 0 | 16 | 6 | 28 NOON |
| AM | 0 | 0 | 0 | 0 | 0 AM |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 0 AM | 3381 NOON | 0 PM |
| PHF | | 0.98 | |

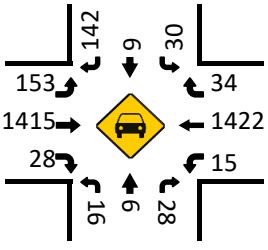
Cars (AM)



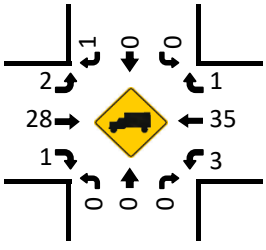
HT (AM)



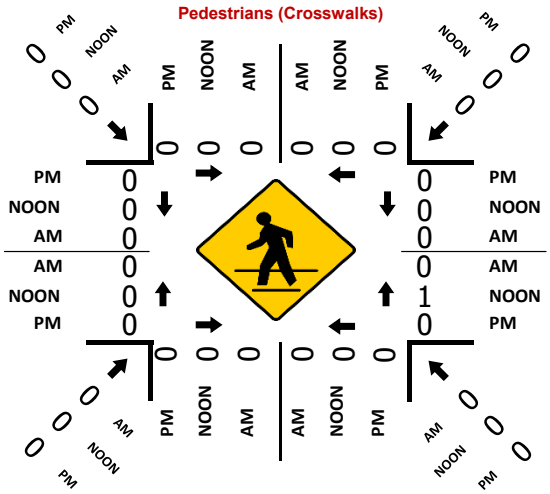
Cars (NOON)



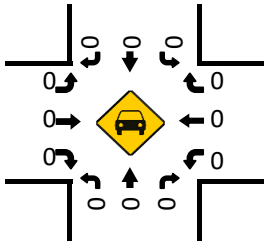

HT (NOON)



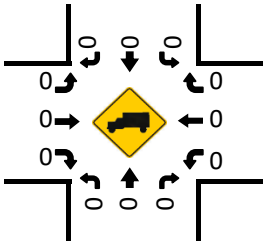

Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



**Project ID:** 24-260054-010
**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Clover Hill Rd Northbound | | | | | | Clover Hill Rd Southbound | | | | | | Prince William Pkwy Eastbound | | | | | | Prince William Pkwy Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 5 | 3 | 4 | 0 | 0 | 12 | 10 | 1 | 32 | 0 | 0 | 43 | 34 | 313 | 7 | 0 | 0 | 354 | 3 | 348 | 12 | 3 | 0 | 366 | 775 |
| 12:45 PM | 4 | 2 | 5 | 0 | 0 | 11 | 16 | 0 | 33 | 0 | 0 | 49 | 35 | 317 | 0 | 0 | 0 | 352 | 9 | 392 | 10 | 2 | 0 | 413 | 825 |
| Total | 9 | 5 | 9 | 0 | 0 | 23 | 26 | 1 | 65 | 0 | 0 | 92 | 69 | 630 | 7 | 0 | 0 | 706 | 12 | 740 | 22 | 5 | 0 | 779 | 1600 |
| 1:00 PM | 4 | 1 | 8 | 0 | 0 | 13 | 10 | 3 | 39 | 0 | 0 | 52 | 26 | 333 | 1 | 0 | 0 | 360 | 3 | 364 | 10 | 3 | 0 | 380 | 805 |
| 1:15 PM | 2 | 0 | 3 | 0 | 0 | 5 | 3 | 1 | 33 | 0 | 0 | 37 | 32 | 330 | 7 | 1 | 0 | 370 | 2 | 366 | 8 | 0 | 0 | 376 | 788 |
| 1:30 PM | 1 | 4 | 6 | 0 | 0 | 11 | 15 | 2 | 46 | 0 | 0 | 63 | 32 | 333 | 7 | 0 | 0 | 372 | 7 | 347 | 13 | 4 | 0 | 371 | 817 |
| 1:45 PM | 3 | 1 | 2 | 0 | 0 | 6 | 7 | 1 | 35 | 0 | 0 | 43 | 34 | 318 | 6 | 3 | 0 | 361 | 5 | 371 | 11 | 1 | 0 | 388 | 798 |
| Total | 10 | 6 | 19 | 0 | 0 | 35 | 35 | 7 | 153 | 0 | 0 | 195 | 124 | 1314 | 21 | 4 | 0 | 1463 | 17 | 1448 | 42 | 8 | 0 | 1515 | 3208 |
| 2:00 PM | 2 | 0 | 7 | 0 | 0 | 9 | 11 | 1 | 39 | 0 | 0 | 51 | 40 | 357 | 11 | 1 | 0 | 409 | 7 | 366 | 9 | 2 | 0 | 384 | 853 |
| 2:15 PM | 2 | 2 | 8 | 0 | 0 | 12 | 8 | 3 | 34 | 0 | 0 | 45 | 36 | 372 | 8 | 1 | 0 | 417 | 6 | 373 | 12 | 0 | 1 | 391 | 865 |
| 2:30 PM | 7 | 2 | 5 | 0 | 0 | 14 | 7 | 3 | 39 | 0 | 0 | 49 | 42 | 341 | 4 | 2 | 0 | 389 | 3 | 370 | 5 | 2 | 0 | 380 | 832 |
| 2:45 PM | 5 | 2 | 8 | 0 | 0 | 15 | 4 | 2 | 31 | 0 | 0 | 37 | 37 | 373 | 6 | 0 | 0 | 416 | 2 | 348 | 9 | 4 | 0 | 363 | 831 |
| Total | 16 | 6 | 28 | 0 | 0 | 50 | 30 | 9 | 143 | 0 | 0 | 182 | 155 | 1443 | 29 | 4 | 0 | 1631 | 18 | 1457 | 35 | 8 | 1 | 1518 | 3381 |
| 3:00 PM | 6 | 0 | 12 | 0 | 0 | 18 | 6 | 2 | 26 | 0 | 0 | 34 | 30 | 347 | 5 | 0 | 0 | 382 | 4 | 316 | 11 | 0 | 0 | 331 | 765 |
| 3:15 PM | 5 | 4 | 9 | 0 | 0 | 18 | 5 | 2 | 30 | 0 | 0 | 37 | 32 | 376 | 5 | 3 | 0 | 416 | 6 | 344 | 10 | 2 | 0 | 362 | 833 |
| 3:30 PM | 2 | 6 | 5 | 0 | 0 | 13 | 8 | 2 | 54 | 0 | 0 | 64 | 44 | 380 | 5 | 0 | 0 | 429 | 6 | 278 | 14 | 3 | 0 | 301 | 807 |
| 3:45 PM | 2 | 1 | 6 | 0 | 0 | 9 | 7 | 0 | 38 | 0 | 0 | 45 | 36 | 379 | 4 | 0 | 0 | 419 | 1 | 369 | 10 | 0 | 0 | 380 | 853 |
| Total | 15 | 11 | 32 | 0 | 0 | 58 | 26 | 6 | 148 | 0 | 0 | 180 | 142 | 1482 | 19 | 3 | 0 | 1646 | 17 | 1307 | 45 | 5 | 0 | 1374 | 3258 |
| 4:00 PM | 4 | 3 | 2 | 0 | 0 | 9 | 10 | 1 | 34 | 0 | 0 | 45 | 43 | 364 | 1 | 1 | 0 | 409 | 2 | 332 | 6 | 3 | 0 | 343 | 806 |
| 4:15 PM | 2 | 3 | 6 | 0 | 0 | 11 | 6 | 0 | 37 | 0 | 0 | 43 | 27 | 338 | 1 | 1 | 0 | 367 | 3 | 295 | 8 | 0 | 0 | 306 | 727 |
| Total | 6 | 6 | 8 | 0 | 0 | 20 | 16 | 1 | 71 | 0 | 0 | 88 | 70 | 702 | 2 | 2 | 0 | 776 | 5 | 627 | 14 | 3 | 0 | 649 | 1533 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 56 | 34 | 96 | 0 | 0 | 186 | 133 | 24 | 580 | 0 | 0 | 737 | 560 | 5571 | 78 | 13 | 0 | 6222 | 69 | 5579 | 158 | 29 | 1 | 5835 | 12980 |
| Apprch % | 30.1 | 18.3 | 51.6 | 0.0 | 0.0 | | 18.0 | 3.3 | 78.7 | 0.0 | 0.0 | | 9.0 | 89.5 | 1.3 | 0.2 | 0.0 | | 1.2 | 95.6 | 2.7 | 0.5 | 0.0 | | |
| Total % | 0.4 | 0.3 | 0.7 | 0.0 | 0.0 | 1.4 | 1.0 | 0.2 | 4.5 | 0.0 | 0.0 | 5.7 | 4.3 | 42.9 | 0.6 | 0.1 | 0.0 | 47.9 | 0.5 | 43.0 | 1.2 | 0.2 | 0.0 | 45.0 | |
| Cars, PU, Vans | 56 | 34 | 92 | 0 | | 182 | 133 | 24 | 577 | 0 | | 734 | 557 | 5423 | 76 | 13 | | 6069 | 66 | 5433 | 154 | 29 | | 5682 | 12667 |
| % Cars, PU, Vans | 100.0 | 100.0 | 95.8 | 0.0 | | 97.8 | 100.0 | 100.0 | 99.5 | 0.0 | | 99.6 | 99.5 | 97.3 | 97.4 | 100.0 | | 97.5 | 95.7 | 97.4 | 97.5 | 100.0 | | 97.4 | 97.6 |
| Heavy trucks | 0 | 0 | 4 | 0 | | 4 | 0 | 0 | 3 | 0 | | 3 | 3 | 148 | 2 | 0 | | 153 | 3 | 146 | 4 | 0 | | 153 | 313 |
| %Heavy trucks | 0.0 | 0.0 | 4.2 | 0.0 | | 2.2 | 0.0 | 0.0 | 0.5 | 0.0 | | 0.4 | 0.5 | 2.7 | 2.6 | 0.0 | | 2.5 | 4.3 | 2.6 | 2.5 | 0.0 | | 2.6 | 2.4 |

**Project ID:** 24-260054-010
**Location:** Clover Hill Rd & Prince William Pkwy
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Clover Hill Rd Northbound | | | | | Clover Hill Rd Southbound | | | | | Prince William Pkwy Eastbound | | | | | Prince William Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 2 | 0 | 7 | 0 | 9 | 11 | 1 | 39 | 0 | 51 | 40 | 357 | 11 | 1 | 409 | 7 | 366 | 9 | 2 | 384 | 853 |
| 2:15 PM | 2 | 2 | 8 | 0 | 12 | 8 | 3 | 34 | 0 | 45 | 36 | 372 | 8 | 1 | 417 | 6 | 373 | 12 | 0 | 391 | 865 |
| 2:30 PM | 7 | 2 | 5 | 0 | 14 | 7 | 3 | 39 | 0 | 49 | 42 | 341 | 4 | 2 | 389 | 3 | 370 | 5 | 2 | 380 | 832 |
| 2:45 PM | 5 | 2 | 8 | 0 | 15 | 4 | 2 | 31 | 0 | 37 | 37 | 373 | 6 | 0 | 416 | 2 | 348 | 9 | 4 | 363 | 831 |
| Total Volume | 16 | 6 | 28 | 0 | 50 | 30 | 9 | 143 | 0 | 182 | 155 | 1443 | 29 | 4 | 1631 | 18 | 1457 | 35 | 8 | 1518 | 3381 |
| % App. Total | 32.0 | 12.0 | 56.0 | 0.0 | 100 | 16.5 | 4.9 | 78.6 | 0.0 | 100 | 9.5 | 88.5 | 1.8 | 0.2 | 100 | 1.2 | 96.0 | 2.3 | 0.5 | 100 | |
| PHF | | | | | 0.833 | | | | | 0.892 | | | | | 0.978 | | | | | 0.971 | 0.977 |
| Cars, PU, Vans | 16 | 6 | 28 | 0 | 50 | 30 | 9 | 142 | 0 | 181 | 153 | 1415 | 28 | 4 | 1600 | 15 | 1422 | 34 | 8 | 1479 | 3310 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 99.3 | 0.0 | 99.5 | 98.7 | 98.1 | 96.6 | 100.0 | 98.1 | 83.3 | 97.6 | 97.1 | 100.0 | 97.4 | 97.9 |
| Heavy trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 28 | 1 | 0 | 31 | 3 | 35 | 1 | 0 | 39 | 71 |
| %Heavy trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.5 | 1.3 | 1.9 | 3.4 | 0.0 | 1.9 | 16.7 | 2.4 | 2.9 | 0.0 | 2.6 | 2.1 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/16/2024

## Data - Total

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:45 PM | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 2:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:15 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 PM | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 44 | 0 | 0 | 0 | 37 | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 97 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 68.75% | 0.00% | 31.25% | 0.00% | | | | | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| **PEAK HR FACTOR :** | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.250 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.550 |
| | 0.625 | | | | 0.688 | | | | 0.350 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/16/2024

## Data - Cars

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:45 PM | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 2:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:15 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 PM | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 43 | 0 | 0 | 0 | 37 | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 96 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 68.75% | 0.00% | 31.25% | 0.00% | | | | | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 14 | 0 | 0 | 0 | 11 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 32 |
| **PEAK HR FACTOR :** | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.250 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.571 |
| | | 0.583 | | | | 0.688 | | | | 0.350 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/16/2024

## Data - HT

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | 0.250 | | | | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas
**Control:** 1-Way Stop(EB)

**Project ID:** 24-260054-011
**Date:** 3/16/2024

## Data - Bikes

| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | Harry J Parrish Blvd West (Southern) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | | | | | |
| **PEAK HR :** | 02:45 PM - 03:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern) **Project ID:** 24-260054-011
**City:** Manassas **Date:** 3/16/2024

## Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd West (Southern) | | Harry J Parrish Blvd West (Southern) | | |
|---|---|---|---|---|---|---|---|---|---|
| **NOON** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| **APPROACH %'s :** | | | | | | | 100.00% | 0.00% | |
| **PEAK HR :** | **02:45 PM - 03:45 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Wakeman Dr & Harry J Parrish Blvd West (Southern)

## Peak Hour Turning Movement Count

**ID:** 24-260054-011
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| 02:45 PM - 03:45 PM | 12:30 PM - 04:30 PM |
| NONE | NONE |

### SOUTHBOUND (Wakeman Dr)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 11 | 0 | 0 | 19 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

0 1 0 0

### EASTBOUND (Harry J Parrish Blvd West (Southern))

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 |
| 0 | 4 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| 0 | 3 | 0 | 1 |
| AM | NOON | PM | |

### WESTBOUND (Harry J Parrish Blvd West (Southern))

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |
| PM | NOON | AM | |

### CONTROL

1-Way Stop(EB)

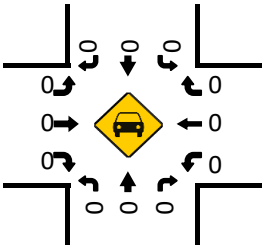
| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 33 | 0 |
| PHF | | 0.55 | |

0 0 1 0

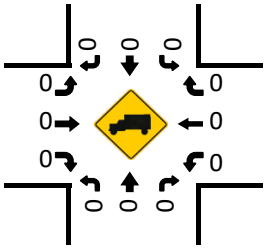
### NORTHBOUND (Wakeman Dr)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 14 | 0 | 0 | 15 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

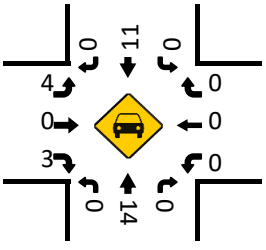
### Cars (AM)



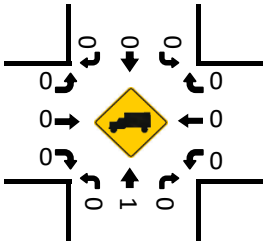
### HT (AM)



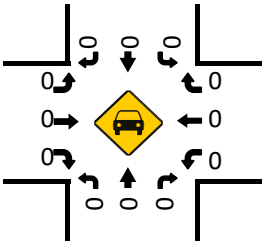
### Cars (NOON)



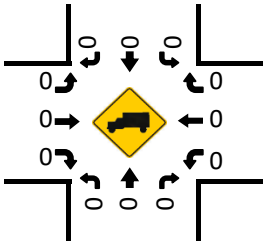

### HT (NOON)



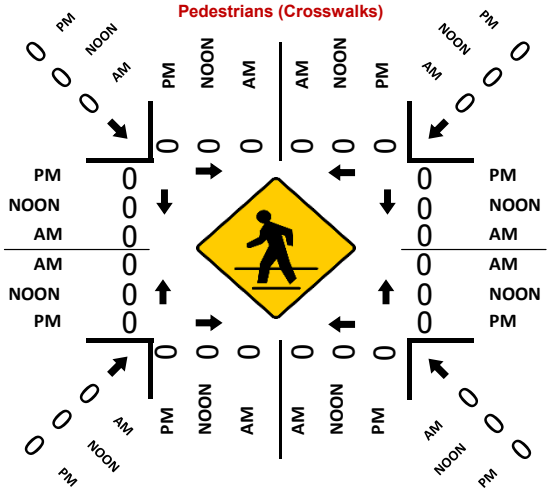

### Cars (PM)



### HT (PM)



### Pedestrians (Crosswalks)



**Project ID:** 24-260054-011
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern)
**City:** Manassas

**Day:** Saturday
**Date:** 3/16/2024

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wakeman Dr Northbound | | | | | | Wakeman Dr Southbound | | | | | | Harry J Parrish Blvd West (Southern) Eastbound | | | | | | Harry J Parrish Blvd West (Southern) Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:45 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 15 | 4 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 2:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 0 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 44 | 0 | 0 | 0 | 44 | 0 | 37 | 0 | 0 | 0 | 37 | 11 | 0 | 5 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Apprch % | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 68.8 | 0.0 | 31.3 | 0.0 | 12.5 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 45.4 | 0.0 | 0.0 | 0.0 | 45.4 | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 38.1 | 11.3 | 0.0 | 5.2 | 0.0 | 2.1 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 0 | 43 | 0 | 0 | | 43 | 0 | 37 | 0 | 0 | | 37 | 11 | 0 | 5 | 0 | | 16 | 0 | 0 | 0 | 0 | | 0 | 96 |
| % Cars, PU, Vans | 0.0 | 97.7 | 0.0 | 0.0 | | 97.7 | 0.0 | 100.0 | 0.0 | 0.0 | | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 99.0 |
| Heavy trucks | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 |
| %Heavy trucks | 0.0 | 2.3 | 0.0 | 0.0 | | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.0 |

**Project ID:** 24-260054-011
**Location:** Wakeman Dr & Harry J Parrish Blvd West (Southern
**City:** Manassas

# PEAK HOURS

**Day:** Saturday
**Date:** 3/16/2024

**NOON**

| | Wakeman Dr Northbound | | | | | Wakeman Dr Southbound | | | | | Harry J Parrish Blvd West (Southern) Eastbound | | | | | Harry J Parrish Blvd West (Southern) Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 12:30 PM - 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 2:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 3:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 15 | 0 | 0 | 15 | 0 | 11 | 0 | 0 | 11 | 4 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 33 |
| % App. Total | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 57.1 | 0.0 | 42.9 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.625 | | | | | 0.688 | | | | | 0.350 | | | | | | 0.550 |
| Cars, PU, Vans | 0 | 14 | 0 | 0 | 14 | 0 | 11 | 0 | 0 | 11 | 4 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 32 |
| % Cars, PU, Vans | 0.0 | 93.3 | 0.0 | 0.0 | 93.3 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 97.0 |
| Heavy trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| %Heavy trucks | 0.0 | 6.7 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Saturday
Date: 3/9/2024

City: Manassas
Project #: VA24_260055_001

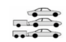
### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 6 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 17 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 1 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 28 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 42 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:00 | 0 | 18 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 28 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 40 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:00 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 23 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 206 | 66 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 0 | 166 | 42 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 1 | 372 | 108 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 |
| % of Totals | 0% | 74% | 24% | 1% | 2% | | | | | | | | | 100% | | 77% | 20% | 0% | 3% | | | | | | | | | 100% | 0% | 75% | 22% | 1% | 2% | | | | | | | | | 100% |

### FHWA

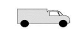
CLASSIFICATION DEFINITIONS


#1 Motorcycles

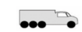

#2 Passenger Cars

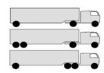
#3 2-Axle, 4-Tire Single Unit

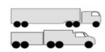
#4 Buses

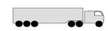

#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units


#7 >=4-Axle Single Units


#8 <=4-Axle Single Trailers


#9 5-Axle Single Trailers


#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE
#13 >=7-Axle Multi-Trailers

### STATISTICS

| | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 83 | 33 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 77 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 1 | 160 | 58 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| % | 0% | 30% | 12% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% | 0% | 36% | 12% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% | 0% | 32% | 12% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 8:15 | 9:45 | 9:30 | 10:00 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:45 | 0:00 | 9:45 | 7:00 | 0:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:45 | 8:15 | 9:45 | 7:00 | 10:00 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:45 |
| Peak Volume | 1 | 27 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 28 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 55 | 16 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 123 | 33 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 89 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 212 | 50 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| % | 0% | 44% | 12% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% | 0% | 41% | 8% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% | 0% | 43% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 12:00 | 12:15 | 13:00 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 15:45 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 22 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 22 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 44 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 07:00 - 09:00 | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 17 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 36 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| % | 0% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 8% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 7% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 20 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 - 18:00 | 0 | 29 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 43 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| % | 0% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% | 0% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 29 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 206 | 66 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 0 | 166 | 42 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 1 | 372 | 108 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 |
| % of Totals | 0% | 74% | 24% | 1% | 2% | | | | | | | | | 100% | | 77% | 20% | 0% | 3% | | | | | | | | | 100% | 0% | 75% | 22% | 1% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 280 | 215 | 0 | 0 | 495 |

DAILY TOTALS

### 15-Minutes Interval

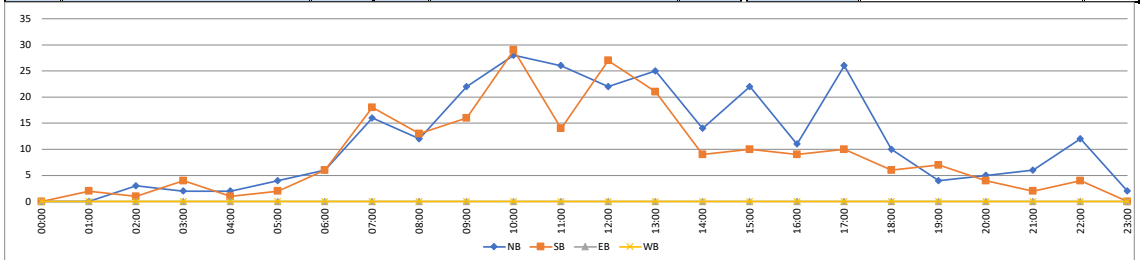
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 4 | 8 | | | 12 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 9 | 9 | | | 18 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 4 | 6 | | | 10 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 5 | 4 | | | 9 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 7 | 4 | | | 11 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 7 | 3 | | | 10 |
| 1:30 | 0 | 2 | | | 2 | 13:30 | 4 | 6 | | | 10 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 7 | 8 | | | 15 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 6 | 3 | | | 9 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 4 | 4 | | | 8 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 1 | 1 | | | 2 |
| 2:45 | 1 | 0 | | | 1 | 14:45 | 3 | 1 | | | 4 |
| 3:00 | 0 | 2 | | | 2 | 15:00 | 3 | 1 | | | 4 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 1 | 4 | | | 5 |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 10 | 4 | | | 14 |
| 3:45 | 0 | 2 | | | 2 | 15:45 | 8 | 1 | | | 9 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 2 | 5 | | | 7 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 2 | 2 | | | 4 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 4 | 1 | | | 5 |
| 4:45 | 2 | 1 | | | 3 | 16:45 | 3 | 1 | | | 4 |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 14 | 3 | | | 17 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 2 | 5 | | | 7 |
| 5:30 | 0 | 1 | | | 1 | 17:30 | 2 | 2 | | | 4 |
| 5:45 | 1 | 1 | | | 2 | 17:45 | 8 | 0 | | | 8 |
| 6:00 | 1 | 2 | | | 3 | 18:00 | 7 | 2 | | | 9 |
| 6:15 | 1 | 1 | | | 2 | 18:15 | 1 | 0 | | | 1 |
| 6:30 | 2 | 3 | | | 5 | 18:30 | 1 | 2 | | | 3 |
| 6:45 | 2 | 0 | | | 2 | 18:45 | 1 | 2 | | | 3 |
| 7:00 | 4 | 2 | | | 6 | 19:00 | 1 | 0 | | | 1 |
| 7:15 | 4 | 3 | | | 7 | 19:15 | 1 | 1 | | | 2 |
| 7:30 | 5 | 8 | | | 13 | 19:30 | 0 | 4 | | | 4 |
| 7:45 | 3 | 5 | | | 8 | 19:45 | 2 | 2 | | | 4 |
| 8:00 | 2 | 3 | | | 5 | 20:00 | 2 | 1 | | | 3 |
| 8:15 | 3 | 5 | | | 8 | 20:15 | 0 | 0 | | | 0 |
| 8:30 | 3 | 3 | | | 6 | 20:30 | 2 | 2 | | | 4 |
| 8:45 | 4 | 2 | | | 6 | 20:45 | 1 | 1 | | | 2 |
| 9:00 | 3 | 2 | | | 5 | 21:00 | 1 | 0 | | | 1 |
| 9:15 | 2 | 1 | | | 3 | 21:15 | 0 | 1 | | | 1 |
| 9:30 | 7 | 4 | | | 11 | 21:30 | 1 | 1 | | | 2 |
| 9:45 | 10 | 9 | | | 19 | 21:45 | 4 | 0 | | | 4 |
| 10:00 | 9 | 9 | | | 18 | 22:00 | 6 | 2 | | | 8 |
| 10:15 | 9 | 9 | | | 18 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 8 | 7 | | | 15 | 22:30 | 3 | 2 | | | 5 |
| 10:45 | 2 | 4 | | | 6 | 22:45 | 3 | 0 | | | 3 |
| 11:00 | 4 | 1 | | | 5 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 5 | 6 | | | 11 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 5 | 2 | | | 7 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 12 | 5 | | | 17 | 23:45 | 1 | 0 | | | 1 |
| TOTALS | 121 | 106 | 0 | 0 | 227 | TOTALS | 159 | 109 | 0 | 0 | 268 |
| SPLIT % | 53% | 47% | 0% | 0% | 46% | SPLIT % | 59% | 41% | 0% | 0% | 54% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 0 | | | 0 |
| 01:00 | 02:00 | 0 | 2 | | | 2 |
| 02:00 | 03:00 | 3 | 1 | | | 4 |
| 03:00 | 04:00 | 2 | 4 | | | 6 |
| 04:00 | 05:00 | 2 | 1 | | | 3 |
| 05:00 | 06:00 | 4 | 2 | | | 6 |
| 06:00 | 07:00 | 6 | 6 | | | 12 |
| 07:00 | 08:00 | 16 | 18 | | | 34 |
| 08:00 | 09:00 | 12 | 13 | | | 25 |
| 09:00 | 10:00 | 22 | 16 | | | 38 |
| 10:00 | 11:00 | 28 | 29 | | | 57 |
| 11:00 | 12:00 | 26 | 14 | | | 40 |
| 12:00 | 13:00 | 22 | 27 | | | 49 |
| 13:00 | 14:00 | 25 | 21 | | | 46 |
| 14:00 | 15:00 | 14 | 9 | | | 23 |
| 15:00 | 16:00 | 22 | 10 | | | 32 |
| 16:00 | 17:00 | 11 | 9 | | | 20 |
| 17:00 | 18:00 | 26 | 10 | | | 36 |
| 18:00 | 19:00 | 10 | 6 | | | 16 |
| 19:00 | 20:00 | 4 | 7 | | | 11 |
| 20:00 | 21:00 | 5 | 4 | | | 9 |
| 21:00 | 22:00 | 6 | 2 | | | 8 |
| 22:00 | 23:00 | 12 | 4 | | | 16 |
| 23:00 | 00:00 | 2 | 0 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 121 | 106 | | | 227 |
| Peak Hour | 9:45 | 9:45 | | | 9:45 |
| Peak Volume | 36 | 34 | | | 70 |
| Peak Hour Factor | 0.900 | 0.944 | | | 0.921 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 159 | 109 | | | 268 |
| Peak Hour | 17:00 | 12:00 | | | 12:00 |
| Peak Volume | 26 | 27 | | | 49 |
| Peak Hour Factor | 0.464 | 0.750 | | | 0.681 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 28 | 31 | | | 59 |
| Peak Hour | 7:00 | 7:30 | | | 7:00 |
| Peak Volume | 16 | 21 | | | 34 |
| Peak Hour Factor | 0.800 | 0.656 | | | 0.654 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 37 | 19 | | | 56 |
| Peak Hour | 17:00 | 16:45 | | | 17:00 |
| Peak Volume | 26 | 11 | | | 36 |
| Peak Hour Factor | 0.464 | 0.550 | | | 0.529 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Sunday | City: Manassas
Date: 3/10/2024 | Project #: VA24_260055_001

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 2 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 29 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 3 | 199 | 56 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| % of Totals | 1% | 76% | 21% | 1% | 1% | | | | | | | | | 100% |

SOUTHBOUND

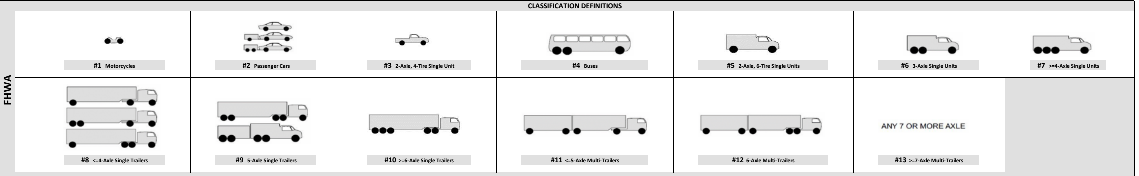
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:00 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 13 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 165 | 45 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| % of Totals | | 76% | 21% | 0% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 1 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 24 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 2 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 13:00 | 0 | 28 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:00 | 0 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 0 | 40 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 16:00 | 0 | 36 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 18:00 | 0 | 20 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 19:00 | 0 | 22 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 20:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 3 | 364 | 101 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 479 |
| % of Totals | 1% | 76% | 21% | 1% | 2% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 45 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| % | 0% | 17% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 10:00 | 10:30 | 9:45 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:30 |
| Peak Volume | 1 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 - 24:00 | 2 | 154 | 40 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| % | 1% | 59% | 15% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 76% |
| Peak Hour | 12:00 | 16:15 | 15:00 | 13:00 | 17:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 |
| Peak Volume | 2 | 30 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 07:00 - 09:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| % | 0% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 - 18:00 | 0 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| % | 0% | 18% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 51 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| % | 0% | 24% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% |
| Peak Hour | 0:00 | 11:45 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 - 24:00 | 0 | 114 | 31 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| % | 0% | 53% | 14% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% |
| Peak Hour | 12:00 | 12:15 | 12:30 | 15:15 | 18:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 0 | 23 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:00 - 09:00 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:30 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 96 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| % | 0% | 20% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 10:00 | 11:45 | 9:45 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 37 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:00 - 24:00 | 2 | 268 | 71 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 |
| % | 0% | 56% | 15% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 12:00 | 12:15 | 12:30 | 13:00 | 18:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 2 | 42 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 07:00 - 09:00 | 0 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| % | 0% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 - 18:00 | 0 | 61 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| % | 0% | 13% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 37 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 199 | 56 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| % of Totals | 1% | 76% | 21% | 1% | 1% | | | | | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 165 | 45 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| % of Totals | | 76% | 21% | 0% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 364 | 101 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 479 |
| % of Totals | 1% | 76% | 21% | 1% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 263 | 216 | 0 | 0 | 479 |

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 4 | 5 | | | 9 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 4 | 5 | | | 9 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 7 | 8 | | | 15 |
| 0:45 | 2 | 0 | | | 2 | 12:45 | 7 | 8 | | | 15 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 9 | 7 | | | 16 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 1 | 7 | | | 8 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 3 | 2 | | | 5 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 9 | 5 | | | 14 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 6 | 8 | | | 14 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 3 | 3 | | | 6 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 0 | 3 | | | 3 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 5 | 1 | | | 6 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 4 | 4 | | | 8 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 16 | 4 | | | 20 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 10 | 4 | | | 14 |
| 3:45 | 1 | 1 | | | 2 | 15:45 | 9 | 3 | | | 12 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 2 | 6 | | | 8 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 9 | 2 | | | 11 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 3 | 0 | | | 3 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 16 | 3 | | | 19 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 5 | 1 | | | 6 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 7 | 1 | | | 8 |
| 5:30 | 1 | 0 | | | 1 | 17:30 | 8 | 3 | | | 11 |
| 5:45 | 2 | 4 | | | 6 | 17:45 | 4 | 2 | | | 6 |
| 6:00 | 1 | 0 | | | 1 | 18:00 | 4 | 11 | | | 15 |
| 6:15 | 0 | 0 | | | 0 | 18:15 | 5 | 3 | | | 8 |
| 6:30 | 0 | 3 | | | 3 | 18:30 | 3 | 3 | | | 6 |
| 6:45 | 0 | 2 | | | 2 | 18:45 | 0 | 4 | | | 4 |
| 7:00 | 1 | 2 | | | 3 | 19:00 | 5 | 4 | | | 9 |
| 7:15 | 0 | 1 | | | 1 | 19:15 | 5 | 3 | | | 8 |
| 7:30 | 3 | 3 | | | 6 | 19:30 | 0 | 6 | | | 6 |
| 7:45 | 0 | 1 | | | 1 | 19:45 | 2 | 1 | | | 3 |
| 8:00 | 0 | 2 | | | 2 | 20:00 | 0 | 2 | | | 2 |
| 8:15 | 2 | 3 | | | 5 | 20:15 | 2 | 1 | | | 3 |
| 8:30 | 1 | 2 | | | 3 | 20:30 | 0 | 2 | | | 2 |
| 8:45 | 1 | 3 | | | 4 | 20:45 | 3 | 3 | | | 6 |
| 9:00 | 9 | 3 | | | 12 | 21:00 | 0 | 3 | | | 3 |
| 9:15 | 0 | 4 | | | 4 | 21:15 | 1 | 0 | | | 1 |
| 9:30 | 0 | 1 | | | 1 | 21:30 | 1 | 1 | | | 2 |
| 9:45 | 5 | 4 | | | 9 | 21:45 | 2 | 2 | | | 4 |
| 10:00 | 1 | 2 | | | 3 | 22:00 | 5 | 2 | | | 7 |
| 10:15 | 2 | 2 | | | 4 | 22:15 | 2 | 1 | | | 3 |
| 10:30 | 6 | 2 | | | 8 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 6 | 3 | | | 9 | 22:45 | 3 | 0 | | | 3 |
| 11:00 | 4 | 5 | | | 9 | 23:00 | 1 | 2 | | | 3 |
| 11:15 | 5 | 1 | | | 6 | 23:15 | 4 | 0 | | | 4 |
| 11:30 | 4 | 3 | | | 7 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 3 | 6 | | | 9 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 63 | 67 | 0 | 0 | 130 | TOTALS | 200 | 149 | 0 | 0 | 349 |
| SPLIT % | 48% | 52% | 0% | 0% | 27% | SPLIT % | 57% | 43% | 0% | 0% | 73% |

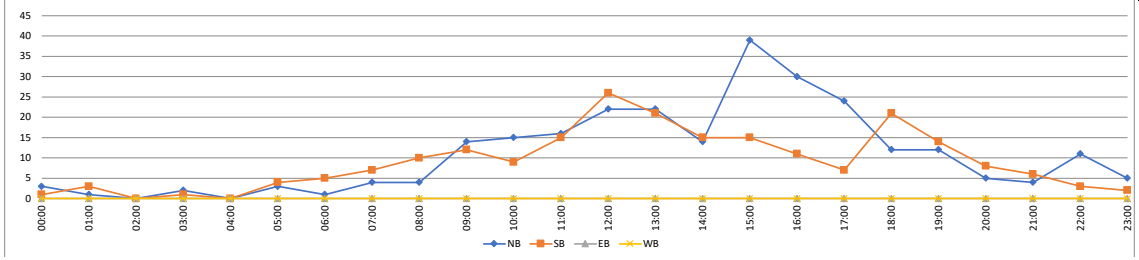
### DAILY TOTALS

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 1 | | | 4 |
| 01:00 | 02:00 | 1 | 3 | | | 4 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 2 | 1 | | | 3 |
| 04:00 | 05:00 | 0 | 0 | | | 0 |
| 05:00 | 06:00 | 3 | 4 | | | 7 |
| 06:00 | 07:00 | 1 | 5 | | | 6 |
| 07:00 | 08:00 | 4 | 7 | | | 11 |
| 08:00 | 09:00 | 4 | 10 | | | 14 |
| 09:00 | 10:00 | 14 | 12 | | | 26 |
| 10:00 | 11:00 | 15 | 9 | | | 24 |
| 11:00 | 12:00 | 16 | 15 | | | 31 |
| 12:00 | 13:00 | 22 | 26 | | | 48 |
| 13:00 | 14:00 | 22 | 21 | | | 43 |
| 14:00 | 15:00 | 14 | 15 | | | 29 |
| 15:00 | 16:00 | 39 | 15 | | | 54 |
| 16:00 | 17:00 | 30 | 11 | | | 41 |
| 17:00 | 18:00 | 24 | 7 | | | 31 |
| 18:00 | 19:00 | 12 | 21 | | | 33 |
| 19:00 | 20:00 | 12 | 14 | | | 26 |
| 20:00 | 21:00 | 5 | 8 | | | 13 |
| 21:00 | 22:00 | 4 | 6 | | | 10 |
| 22:00 | 23:00 | 11 | 3 | | | 14 |
| 23:00 | 00:00 | 5 | 2 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 63 | 67 | | | 130 |
| Peak Hour | 10:30 | 11:00 | | | 10:30 |
| Peak Volume | 21 | 15 | | | 32 |
| Peak Hour Factor | 0.875 | 0.625 | | | 0.889 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 200 | 149 | | | 349 |
| Peak Hour | 15:00 | 12:30 | | | 12:15 |
| Peak Volume | 39 | 30 | | | 55 |
| Peak Hour Factor | 0.609 | 0.938 | | | 0.859 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 8 | 17 | | | 25 |
| Peak Hour | 7:30 | 8:00 | | | 7:30 |
| Peak Volume | 5 | 10 | | | 14 |
| Peak Hour Factor | 0.417 | 0.833 | | | 0.583 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 54 | 18 | | | 72 |
| Peak Hour | 16:45 | 16:00 | | | 16:45 |
| Peak Volume | 36 | 11 | | | 44 |
| Peak Hour Factor | 0.563 | 0.458 | | | 0.579 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Monday
Date: 3/11/2024

City: Manassas
Project #: VA24_260055_001

## HOURLY BREAKDOWN

**NORTHBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:00 | 0 | 24 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 0 | 22 | 14 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 9:00 | 0 | 25 | 3 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 0 | 17 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 0 | 27 | 15 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 0 | 32 | 19 | 2 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 61 |
| 13:00 | 0 | 26 | 18 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:00 | 0 | 32 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 15:00 | 2 | 47 | 12 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 16:00 | 0 | 82 | 18 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 17:00 | 0 | 83 | 21 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 18:00 | 0 | 49 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:00 | 0 | 40 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 20:00 | 0 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 2 | 566 | 197 | 17 | 59 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 851 |
| % of Totals | 0% | 67% | 23% | 2% | 7% | 1% | 0% | | 0% | | | | | 100% |

**SOUTHBOUND**

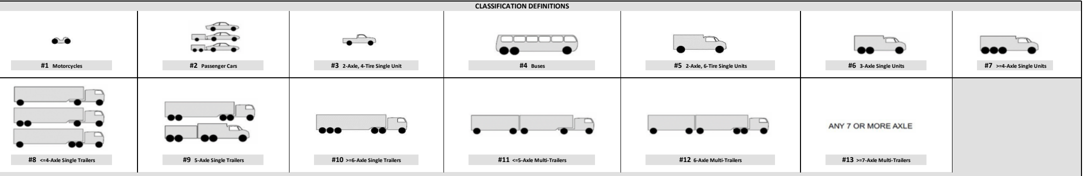
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 16 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:00 | 0 | 41 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 8:00 | 0 | 41 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 9:00 | 0 | 40 | 7 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 10:00 | 0 | 24 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 0 | 26 | 11 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:00 | 0 | 37 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 1 | 31 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 33 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 0 | 28 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 | 1 | 38 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 17:00 | 0 | 33 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 0 | 41 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:00 | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 29 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 2 | 514 | 149 | 16 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 733 |
| % of Totals | 0% | 70% | 20% | 2% | 7% | 1% | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 30 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 7:00 | 0 | 65 | 24 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 8:00 | 0 | 63 | 32 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 9:00 | 0 | 65 | 10 | 2 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 89 |
| 10:00 | 0 | 41 | 13 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 11:00 | 0 | 53 | 26 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 12:00 | 0 | 69 | 31 | 4 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 115 |
| 13:00 | 1 | 57 | 25 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 14:00 | 0 | 65 | 24 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 15:00 | 2 | 75 | 14 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 16:00 | 1 | 120 | 31 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 17:00 | 0 | 116 | 33 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 18:00 | 0 | 90 | 24 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 19:00 | 0 | 60 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 20:00 | 0 | 50 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 21:00 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Totals | 4 | 1,080 | 346 | 33 | 107 | 10 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1,584 |
| % of Totals | 0% | 68% | 22% | 2% | 7% | 1% | 0% | | 0% | | | | | 100% |

## FHWA

CLASSIFICATION DEFINITIONS




## STATISTICS

**NORTHBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 142 | 62 | 4 | 25 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 239 |
| % | 0% | 17% | 7% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 0:00 | 11:45 | 11:45 | 9:30 | 7:15 | 11:00 | 7:45 | 0:00 | 8:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 34 | 18 | 2 | 7 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 62 |
| 12:00 - 24:00 | 2 | 424 | 135 | 13 | 34 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 612 |
| % | 0% | 50% | 16% | 2% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 72% |
| Peak Hour | 14:15 | 16:30 | 17:15 | 13:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 2 | 104 | 23 | 3 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 126 |
| 07:00 - 09:00 | 0 | 46 | 25 | 1 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| % | 0% | 5% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:15 | 8:00 | 7:30 | 7:15 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 28 | 14 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 16:00 - 18:00 | 0 | 165 | 39 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| % | 0% | 19% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 104 | 21 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |

**SOUTHBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 209 | 68 | 4 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| % | 0% | 29% | 9% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| Peak Hour | 0:00 | 7:30 | 8:00 | 9:30 | 7:15 | 3:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 0 | 49 | 18 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 12:00 - 24:00 | 2 | 305 | 81 | 12 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| % | 0% | 42% | 11% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| Peak Hour | 12:45 | 16:30 | 17:15 | 12:15 | 14:30 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 1 | 47 | 17 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 07:00 - 09:00 | 0 | 82 | 31 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| % | 0% | 11% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 49 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 16:00 - 18:00 | 1 | 71 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| % | 0% | 10% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 47 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 351 | 130 | 8 | 54 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 552 |
| % | 0% | 22% | 8% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 0:00 | 7:15 | 11:45 | 9:30 | 7:15 | 11:00 | 7:45 | 0:00 | 8:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 74 | 34 | 5 | 14 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 121 |
| 12:00 - 24:00 | 4 | 729 | 216 | 25 | 53 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1032 |
| % | 0% | 46% | 14% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 14:15 | 16:30 | 17:15 | 12:30 | 12:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 2 | 151 | 40 | 5 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 183 |
| 07:00 - 09:00 | 0 | 128 | 56 | 1 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| % | 0% | 8% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:15 | 8:00 | 7:30 | 7:15 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 74 | 32 | 1 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:00 - 18:00 | 1 | 236 | 64 | 5 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| % | 0% | 15% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 151 | 33 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |

## 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:15 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 7 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 0 | 8 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 3 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 8 | 7 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 12:45 | 0 | 9 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 8 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 2 | 9 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 16 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 15 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:15 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:30 | 0 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 40 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 17:00 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:15 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 0 | 18 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:45 | 0 | 21 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 19 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 11 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 566 | 197 | 17 | 59 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 851 |
| % of Totals | 0% | 67% | 23% | 2% | 7% | 1% | 0% | | 0% | | | | | 100% |

**SOUTHBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:15 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:15 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 16 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:00 | 0 | 15 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:15 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 14 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 7 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 6 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:45 | 0 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 1 | 6 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:15 | 1 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:15 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:15 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 514 | 149 | 16 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 733 |
| % of Totals | 0% | 70% | 20% | 2% | 7% | 1% | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 8 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:15 | 0 | 16 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:30 | 0 | 15 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 21 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 22 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:15 | 0 | 14 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:30 | 0 | 14 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:45 | 0 | 13 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:15 | 0 | 23 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 9:30 | 0 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 18 |
| 9:45 | 0 | 8 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 13 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:15 | 0 | 12 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 8 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 14 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 11 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 9 | 7 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 | 0 | 19 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 21 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:15 | 0 | 16 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:30 | 0 | 16 | 8 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 33 |
| 12:45 | 0 | 16 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 19 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:15 | 0 | 8 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:30 | 1 | 14 | 10 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 18 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:30 | 0 | 18 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:45 | 0 | 18 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 2 | 17 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 17 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:30 | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:45 | 0 | 21 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 25 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:15 | 1 | 13 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 33 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:45 | 0 | 49 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 17:00 | 0 | 38 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:15 | 0 | 31 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:30 | 0 | 20 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:45 | 0 | 27 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 25 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:15 | 0 | 28 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:30 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:15 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:30 | 0 | 21 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:15 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:30 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 1,080 | 346 | 33 | 107 | 10 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1,584 |
| % of Totals | 0% | 68% | 22% | 2% | 7% | 1% | 0% | | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 851 | 731 | 0 | 0 | 1,582 |

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 16 | 13 | | | 29 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 9 | 19 | | | 28 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 22 | 11 | | | 33 |
| 0:45 | 0 | 1 | | | 1 | 12:45 | 14 | 11 | | | 25 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 12 | 14 | | | 26 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 9 | 10 | | | 19 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 19 | 12 | | | 31 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 13 | 8 | | | 21 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 12 | 14 | | | 26 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 9 | 10 | | | 19 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 15 | 13 | | | 28 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 14 | 10 | | | 24 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 16 | 9 | | | 25 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 16 | 11 | | | 27 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 17 | 7 | | | 24 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 20 | 7 | | | 27 |
| 4:00 | 2 | 0 | | | 2 | 16:00 | 25 | 13 | | | 38 |
| 4:15 | 2 | 2 | | | 4 | 16:15 | 10 | 13 | | | 23 |
| 4:30 | 1 | 2 | | | 3 | 16:30 | 25 | 16 | | | 41 |
| 4:45 | 0 | 1 | | | 1 | 16:45 | 46 | 14 | | | 60 |
| 5:00 | 2 | 3 | | | 5 | 17:00 | 29 | 13 | | | 42 |
| 5:15 | 4 | 4 | | | 8 | 17:15 | 22 | 18 | | | 40 |
| 5:30 | 0 | 4 | | | 4 | 17:30 | 29 | 7 | | | 36 |
| 5:45 | 2 | 5 | | | 7 | 17:45 | 30 | 10 | | | 40 |
| 6:00 | 6 | 6 | | | 12 | 18:00 | 17 | 20 | | | 37 |
| 6:15 | 5 | 7 | | | 12 | 18:15 | 25 | 11 | | | 36 |
| 6:30 | 5 | 7 | | | 12 | 18:30 | 3 | 11 | | | 14 |
| 6:45 | 7 | 10 | | | 17 | 18:45 | 19 | 15 | | | 34 |
| 7:00 | 6 | 14 | | | 20 | 19:00 | 16 | 4 | | | 20 |
| 7:15 | 15 | 12 | | | 27 | 19:15 | 9 | 8 | | | 17 |
| 7:30 | 12 | 13 | | | 25 | 19:30 | 17 | 10 | | | 27 |
| 7:45 | 8 | 21 | | | 29 | 19:45 | 14 | 2 | | | 16 |
| 8:00 | 11 | 20 | | | 31 | 20:00 | 2 | 10 | | | 12 |
| 8:15 | 8 | 18 | | | 26 | 20:15 | 7 | 5 | | | 12 |
| 8:30 | 12 | 11 | | | 23 | 20:30 | 12 | 11 | | | 23 |
| 8:45 | 12 | 15 | | | 27 | 20:45 | 6 | 8 | | | 14 |
| 9:00 | 7 | 19 | | | 26 | 21:00 | 1 | 5 | | | 6 |
| 9:15 | 11 | 17 | | | 28 | 21:15 | 0 | 1 | | | 1 |
| 9:30 | 9 | 9 | | | 18 | 21:30 | 0 | 4 | | | 4 |
| 9:45 | 9 | 8 | | | 17 | 21:45 | 2 | 0 | | | 2 |
| 10:00 | 9 | 11 | | | 20 | 22:00 | 4 | 2 | | | 6 |
| 10:15 | 5 | 12 | | | 17 | 22:15 | 3 | 2 | | | 5 |
| 10:30 | 8 | 6 | | | 14 | 22:30 | 1 | 2 | | | 3 |
| 10:45 | 7 | 8 | | | 15 | 22:45 | 1 | 0 | | | 1 |
| 11:00 | 13 | 8 | | | 21 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 9 | 8 | | | 17 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 13 | 10 | | | 23 | 23:30 | 2 | 4 | | | 6 |
| 11:45 | 15 | 16 | | | 31 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 239 | 311 | 0 | 0 | 550 | TOTALS | 612 | 420 | 0 | 0 | 1032 |
| SPLIT % | 43% | 57% | 0% | 0% | 35% | SPLIT % | 59% | 41% | 0% | 0% | 65% |

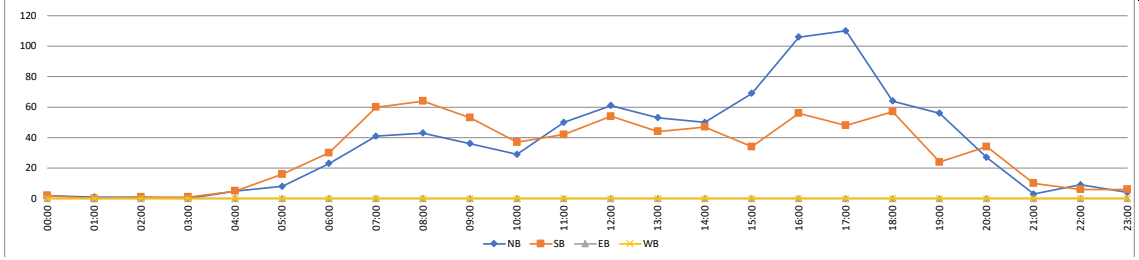
### DAILY TOTALS

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 2 | 2 | | | 4 |
| 01:00 | 02:00 | 1 | 0 | | | 1 |
| 02:00 | 03:00 | 1 | 1 | | | 2 |
| 03:00 | 04:00 | 0 | 1 | | | 1 |
| 04:00 | 05:00 | 5 | 5 | | | 10 |
| 05:00 | 06:00 | 8 | 16 | | | 24 |
| 06:00 | 07:00 | 23 | 30 | | | 53 |
| 07:00 | 08:00 | 41 | 60 | | | 101 |
| 08:00 | 09:00 | 43 | 64 | | | 107 |
| 09:00 | 10:00 | 36 | 53 | | | 89 |
| 10:00 | 11:00 | 29 | 37 | | | 66 |
| 11:00 | 12:00 | 50 | 42 | | | 92 |
| 12:00 | 13:00 | 61 | 54 | | | 115 |
| 13:00 | 14:00 | 53 | 44 | | | 97 |
| 14:00 | 15:00 | 50 | 47 | | | 97 |
| 15:00 | 16:00 | 69 | 34 | | | 103 |
| 16:00 | 17:00 | 106 | 56 | | | 162 |
| 17:00 | 18:00 | 110 | 48 | | | 158 |
| 18:00 | 19:00 | 64 | 57 | | | 121 |
| 19:00 | 20:00 | 56 | 24 | | | 80 |
| 20:00 | 21:00 | 27 | 34 | | | 61 |
| 21:00 | 22:00 | 3 | 10 | | | 13 |
| 22:00 | 23:00 | 9 | 6 | | | 15 |
| 23:00 | 00:00 | 4 | 6 | | | 10 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 239 | 311 | | | 550 |
| Peak Hour | 11:00 | 7:30 | | | 7:15 |
| Peak Volume | 50 | 72 | | | 112 |
| Peak Hour Factor | 0.833 | 0.857 | | | 0.903 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 612 | 420 | | | 1032 |
| Peak Hour | 16:45 | 16:30 | | | 16:30 |
| Peak Volume | 126 | 61 | | | 183 |
| Peak Hour Factor | 0.685 | 0.847 | | | 0.763 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 84 | 124 | | | 208 |
| Peak Hour | 7:15 | 7:30 | | | 7:15 |
| Peak Volume | 46 | 72 | | | 112 |
| Peak Hour Factor | 0.767 | 0.857 | | | 0.903 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 216 | 104 | | | 320 |
| Peak Hour | 16:45 | 16:30 | | | 16:30 |
| Peak Volume | 126 | 61 | | | 183 |
| Peak Hour Factor | 0.685 | 0.847 | | | 0.763 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Tuesday
Date: 3/12/2024

City: Manassas
Project #: VA24_260055_001

## HOURLY BREAKDOWN

### NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 1 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 19 | 15 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 2 | 18 | 15 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 9:00 | 0 | 19 | 13 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:00 | 1 | 19 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 1 | 29 | 23 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:00 | 1 | 46 | 27 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 1 | 43 | 15 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:00 | 2 | 35 | 12 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 15:00 | 2 | 47 | 14 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:00 | 2 | 109 | 24 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 17:00 | 3 | 89 | 26 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 18:00 | 2 | 51 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:00 | 1 | 42 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 20:00 | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 19 | 626 | 253 | 24 | 60 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 988 |
| % of Totals | 2% | 63% | 26% | 2% | 6% | 1% | | | | | | | | 100% |

### SOUTHBOUND

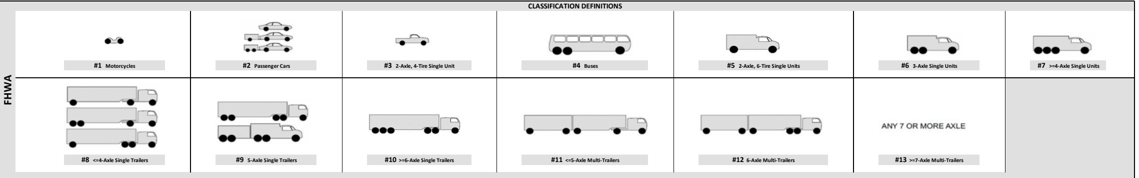
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:00 | 0 | 17 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 1 | 52 | 17 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 8:00 | 0 | 55 | 23 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 9:00 | 1 | 38 | 11 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 0 | 27 | 11 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:00 | 1 | 26 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:00 | 0 | 39 | 12 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 13:00 | 1 | 40 | 12 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 14:00 | 0 | 35 | 10 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 3 | 32 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:00 | 1 | 28 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:00 | 0 | 44 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 18:00 | 1 | 23 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 19:00 | 0 | 30 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:00 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 1 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 10 | 560 | 191 | 20 | 60 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 846 |
| % of Totals | 1% | 66% | 23% | 2% | 7% | 1% | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 1 | 19 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 6:00 | 0 | 24 | 22 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:00 | 1 | 71 | 32 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 8:00 | 2 | 73 | 38 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 9:00 | 1 | 57 | 24 | 7 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 10:00 | 1 | 46 | 23 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 11:00 | 2 | 55 | 29 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 12:00 | 1 | 85 | 39 | 5 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 13:00 | 2 | 83 | 27 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 14:00 | 2 | 70 | 22 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 15:00 | 5 | 79 | 17 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:00 | 3 | 137 | 38 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 17:00 | 3 | 133 | 43 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 18:00 | 3 | 74 | 19 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 19:00 | 1 | 72 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 20:00 | 0 | 31 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 21:00 | 1 | 24 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:00 | 0 | 23 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 29 | 1,186 | 444 | 44 | 120 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,834 |
| % of Totals | 2% | 65% | 24% | 2% | 7% | 1% | | | | | | | | 100% |

## FHWA

CLASSIFICATION DEFINITIONS




## STATISTICS

### NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 128 | 98 | 10 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| % | 1% | 13% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 7:45 | 11:45 | 11:45 | 9:00 | 11:45 | 4:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 49 | 33 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 12:00 - 24:00 | 14 | 498 | 155 | 14 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 722 |
| % | 1% | 50% | 16% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 17:15 | 16:00 | 12:00 | 13:15 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 5 | 109 | 27 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 07:00 - 09:00 | 2 | 37 | 30 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| % | 0% | 4% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:45 | 7:15 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 2 | 23 | 15 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:00 - 18:00 | 5 | 198 | 50 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| % | 1% | 20% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 16:45 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 109 | 26 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |

### SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 240 | 93 | 10 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 |
| % | 0% | 28% | 11% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 7:00 | 7:45 | 7:45 | 11:30 | 11:45 | 4:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:45 |
| Peak Volume | 1 | 61 | 26 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 12:00 - 24:00 | 7 | 320 | 98 | 10 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 466 |
| % | 1% | 38% | 12% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 15:00 | 12:30 | 17:15 | 12:00 | 12:00 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 3 | 45 | 19 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 07:00 - 09:00 | 1 | 107 | 40 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| % | 0% | 13% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 7:00 | 7:45 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 1 | 61 | 26 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 16:00 - 18:00 | 1 | 72 | 31 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| % | 0% | 9% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 44 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |

### TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 8 | 368 | 191 | 20 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 646 |
| % | 0% | 20% | 10% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 7:45 | 11:45 | 11:45 | 8:45 | 11:45 | 4:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 3 | 84 | 41 | 7 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 12:00 - 24:00 | 21 | 818 | 253 | 24 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1188 |
| % | 1% | 45% | 14% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 17:15 | 16:45 | 17:00 | 13:15 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 6 | 147 | 43 | 7 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 07:00 - 09:00 | 3 | 144 | 70 | 6 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| % | 0% | 8% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:45 | 7:45 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 3 | 82 | 38 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 16:00 - 18:00 | 6 | 270 | 81 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| % | 0% | 15% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 16:00 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 3 | 147 | 43 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |

## 15-MINUTE BREAKDOWN

### NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 | 0 | 5 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 1 | 3 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 6 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 1 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 7 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 1 | 9 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 19 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:15 | 1 | 12 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:30 | 0 | 9 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 1 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 13 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:30 | 0 | 11 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 1 | 8 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 7 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 1 | 14 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 1 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 4 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 1 | 18 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 1 | 22 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 0 | 24 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:30 | 1 | 33 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:45 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:00 | 0 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:15 | 1 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:30 | 2 | 31 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:45 | 0 | 15 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 | 2 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:15 | 1 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:30 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 19 | 626 | 253 | 24 | 60 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 988 |
| % of Totals | 2% | 63% | 26% | 2% | 6% | 1% | | | | | | | | 100% |

### SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 7 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 15 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:15 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 1 | 21 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:15 | 0 | 5 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:45 | 0 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 1 | 12 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 6 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 7 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 12 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 7 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:45 | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 1 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:45 | 0 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 1 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 1 | 5 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 1 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 10 | 560 | 191 | 20 | 60 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 846 |
| % of Totals | 1% | 66% | 23% | 2% | 7% | 1% | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 8 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 6:45 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 19 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 12 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:30 | 0 | 13 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:45 | 1 | 27 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 0 | 29 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:15 | 1 | 9 | 6 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 1 | 17 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 8:45 | 0 | 18 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 12 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:15 | 0 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 1 | 15 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:45 | 0 | 15 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:15 | 1 | 10 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:30 | 0 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 0 | 11 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 14 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 | 1 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 16 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:45 | 1 | 16 | 9 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 31 | 12 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:15 | 1 | 19 | 12 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 18 | 8 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:45 | 0 | 17 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 | 2 | 28 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:15 | 0 | 23 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:30 | 0 | 16 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:45 | 0 | 16 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:00 | 1 | 16 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 16 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:30 | 1 | 23 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:45 | 0 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 2 | 19 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:15 | 1 | 8 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 1 | 28 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:45 | 1 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 | 2 | 29 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:15 | 0 | 29 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:30 | 1 | 40 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:45 | 0 | 39 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:00 | 0 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:15 | 1 | 39 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 17:30 | 2 | 41 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 17:45 | 0 | 25 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 18:00 | 3 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:15 | 0 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 0 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:45 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:15 | 1 | 21 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:30 | 0 | 17 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:45 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:15 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 1 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 29 | 1,186 | 444 | 44 | 120 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,834 |
| % of Totals | 2% | 65% | 24% | 2% | 7% | 1% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 988 | 846 | 0 | 0 | 1,834 |

DAILY TOTALS

### 15-Minutes Interval

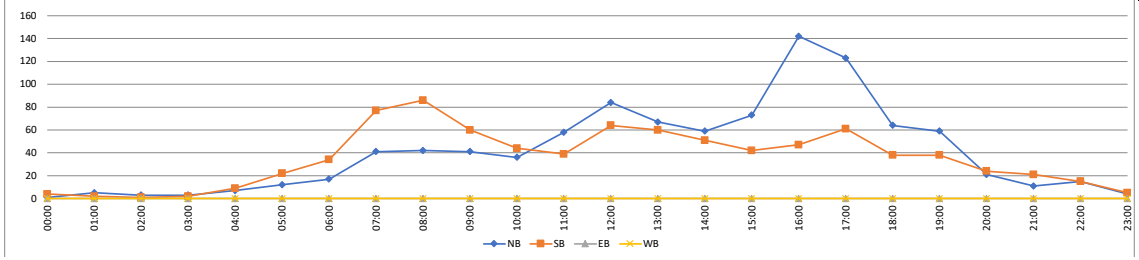
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 29 | 20 | | | 49 |
| 0:15 | 1 | 2 | | | 3 | 12:15 | 25 | 14 | | | 39 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 19 | 13 | | | 32 |
| 0:45 | 0 | 1 | | | 1 | 12:45 | 11 | 17 | | | 28 |
| 1:00 | 2 | 1 | | | 3 | 13:00 | 19 | 21 | | | 40 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 19 | 13 | | | 32 |
| 1:30 | 2 | 0 | | | 2 | 13:30 | 18 | 8 | | | 26 |
| 1:45 | 1 | 1 | | | 2 | 13:45 | 11 | 18 | | | 29 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 14 | 15 | | | 29 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 13 | 12 | | | 25 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 23 | 11 | | | 34 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 9 | 13 | | | 22 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 19 | 8 | | | 27 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 12 | 6 | | | 18 |
| 3:30 | 2 | 1 | | | 3 | 15:30 | 26 | 13 | | | 39 |
| 3:45 | 1 | 1 | | | 2 | 15:45 | 16 | 15 | | | 31 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 31 | 11 | | | 42 |
| 4:15 | 2 | 2 | | | 4 | 16:15 | 35 | 9 | | | 44 |
| 4:30 | 3 | 4 | | | 7 | 16:30 | 40 | 11 | | | 51 |
| 4:45 | 1 | 2 | | | 3 | 16:45 | 36 | 16 | | | 52 |
| 5:00 | 5 | 4 | | | 9 | 17:00 | 21 | 14 | | | 35 |
| 5:15 | 1 | 3 | | | 4 | 17:15 | 33 | 18 | | | 51 |
| 5:30 | 1 | 6 | | | 7 | 17:30 | 42 | 13 | | | 55 |
| 5:45 | 5 | 9 | | | 14 | 17:45 | 27 | 16 | | | 43 |
| 6:00 | 4 | 7 | | | 11 | 18:00 | 15 | 13 | | | 28 |
| 6:15 | 4 | 2 | | | 6 | 18:15 | 11 | 13 | | | 24 |
| 6:30 | 4 | 15 | | | 19 | 18:30 | 22 | 7 | | | 29 |
| 6:45 | 5 | 10 | | | 15 | 18:45 | 16 | 5 | | | 21 |
| 7:00 | 10 | 21 | | | 31 | 19:00 | 17 | 10 | | | 27 |
| 7:15 | 8 | 12 | | | 20 | 19:15 | 23 | 9 | | | 32 |
| 7:30 | 14 | 12 | | | 26 | 19:30 | 9 | 14 | | | 23 |
| 7:45 | 9 | 32 | | | 41 | 19:45 | 10 | 5 | | | 15 |
| 8:00 | 12 | 26 | | | 38 | 20:00 | 2 | 8 | | | 10 |
| 8:15 | 7 | 16 | | | 23 | 20:15 | 9 | 4 | | | 13 |
| 8:30 | 13 | 22 | | | 35 | 20:30 | 4 | 9 | | | 13 |
| 8:45 | 10 | 22 | | | 32 | 20:45 | 6 | 3 | | | 9 |
| 9:00 | 8 | 15 | | | 23 | 21:00 | 2 | 5 | | | 7 |
| 9:15 | 10 | 15 | | | 25 | 21:15 | 3 | 2 | | | 5 |
| 9:30 | 8 | 17 | | | 25 | 21:30 | 2 | 13 | | | 15 |
| 9:45 | 15 | 13 | | | 28 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 11 | 11 | | | 22 | 22:00 | 5 | 9 | | | 14 |
| 10:15 | 10 | 11 | | | 21 | 22:15 | 1 | 4 | | | 5 |
| 10:30 | 6 | 9 | | | 15 | 22:30 | 5 | 2 | | | 7 |
| 10:45 | 9 | 13 | | | 22 | 22:45 | 4 | 0 | | | 4 |
| 11:00 | 15 | 10 | | | 25 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 11 | 6 | | | 17 | 23:15 | 1 | 2 | | | 3 |
| 11:30 | 11 | 13 | | | 24 | 23:30 | 2 | 1 | | | 3 |
| 11:45 | 21 | 10 | | | 31 | 23:45 | 0 | 2 | | | 2 |
| TOTALS | 266 | 380 | 0 | 0 | 646 | TOTALS | 722 | 466 | 0 | 0 | 1188 |
| SPLIT % | 41% | 59% | 0% | 0% | 35% | SPLIT % | 61% | 39% | 0% | 0% | 65% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 1 | 4 | | | 5 |
| 01:00 | 02:00 | 5 | 2 | | | 7 |
| 02:00 | 03:00 | 3 | 1 | | | 4 |
| 03:00 | 04:00 | 3 | 2 | | | 5 |
| 04:00 | 05:00 | 7 | 9 | | | 16 |
| 05:00 | 06:00 | 12 | 22 | | | 34 |
| 06:00 | 07:00 | 17 | 34 | | | 51 |
| 07:00 | 08:00 | 41 | 77 | | | 118 |
| 08:00 | 09:00 | 42 | 86 | | | 128 |
| 09:00 | 10:00 | 41 | 60 | | | 101 |
| 10:00 | 11:00 | 36 | 44 | | | 80 |
| 11:00 | 12:00 | 58 | 39 | | | 97 |
| 12:00 | 13:00 | 84 | 64 | | | 148 |
| 13:00 | 14:00 | 67 | 60 | | | 127 |
| 14:00 | 15:00 | 59 | 51 | | | 110 |
| 15:00 | 16:00 | 73 | 42 | | | 115 |
| 16:00 | 17:00 | 142 | 47 | | | 189 |
| 17:00 | 18:00 | 123 | 61 | | | 184 |
| 18:00 | 19:00 | 64 | 38 | | | 102 |
| 19:00 | 20:00 | 59 | 38 | | | 97 |
| 20:00 | 21:00 | 21 | 24 | | | 45 |
| 21:00 | 22:00 | 11 | 21 | | | 32 |
| 22:00 | 23:00 | 15 | 15 | | | 30 |
| 23:00 | 00:00 | 4 | 5 | | | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 266 | 380 | | | 646 |
| Peak Hour | 11:00 | 7:45 | | | 7:45 |
| Peak Volume | 58 | 96 | | | 137 |
| Peak Hour Factor | 0.690 | 0.750 | | | 0.835 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 722 | 466 | | | 1188 |
| Peak Hour | 16:00 | 12:15 | | | 16:45 |
| Peak Volume | 142 | 65 | | | 193 |
| Peak Hour Factor | 0.888 | 0.774 | | | 0.877 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 83 | 163 | | | 246 |
| Peak Hour | 7:15 | 7:45 | | | 7:45 |
| Peak Volume | 43 | 96 | | | 137 |
| Peak Hour Factor | 0.768 | 0.750 | | | 0.835 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 265 | 108 | | | 373 |
| Peak Hour | 16:00 | 16:45 | | | 16:45 |
| Peak Volume | 142 | 61 | | | 193 |
| Peak Hour Factor | 0.888 | 0.847 | | | 0.877 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Wednesday
Date: 3/13/2024

City: Manassas
Project #: VA24_260055_001

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 1 | 10 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:00 | 0 | 25 | 17 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 8:00 | 1 | 34 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 9:00 | 0 | 21 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 0 | 33 | 13 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 0 | 30 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 0 | 45 | 23 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:00 | 0 | 31 | 13 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 14:00 | 2 | 49 | 15 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 15:00 | 1 | 68 | 20 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 16:00 | 2 | 80 | 20 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 110 |
| 17:00 | 2 | 80 | 18 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 18:00 | 2 | 68 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:00 | 0 | 40 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:00 | 0 | 19 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 12 | 662 | 231 | 14 | 53 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 982 |
| % of Totals | 1% | 67% | 24% | 1% | 5% | 1% | | 0% | | | | | | 100% |

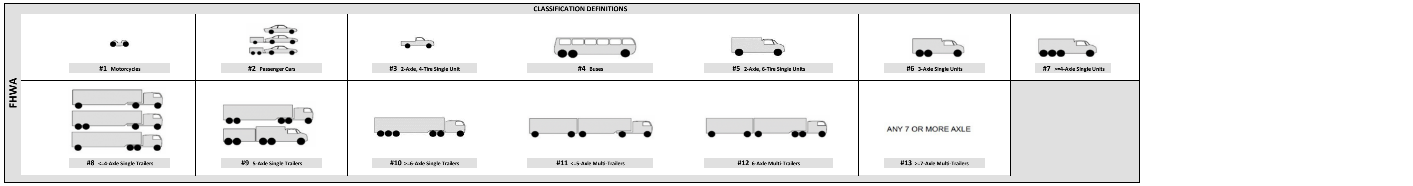
SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 26 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:00 | 1 | 69 | 19 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 8:00 | 0 | 58 | 13 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 9:00 | 0 | 35 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 10:00 | 0 | 26 | 9 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 0 | 33 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 2 | 45 | 13 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 13:00 | 3 | 48 | 13 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 1 | 31 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 2 | 33 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 1 | 41 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 0 | 34 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 18:00 | 2 | 30 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 2 | 15 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 15 | 593 | 176 | 16 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 851 |
| % of Totals | 2% | 70% | 21% | 2% | 5% | 1% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 3 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 1 | 9 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 0 | 17 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:00 | 1 | 36 | 23 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:00 | 1 | 94 | 36 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 8:00 | 1 | 92 | 27 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 9:00 | 0 | 56 | 35 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:00 | 0 | 59 | 22 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 91 |
| 11:00 | 0 | 63 | 28 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 12:00 | 2 | 90 | 36 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 13:00 | 3 | 79 | 26 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 14:00 | 3 | 80 | 28 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 15:00 | 3 | 101 | 34 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 16:00 | 3 | 121 | 33 | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 167 |
| 17:00 | 2 | 114 | 23 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 18:00 | 4 | 98 | 12 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 19:00 | 2 | 55 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 20:00 | 0 | 40 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 21:00 | 1 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:00 | 0 | 9 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Totals | 27 | 1,255 | 407 | 30 | 99 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1,833 |
| % of Totals | 1% | 68% | 22% | 2% | 5% | 1% | | 0% | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS




### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 166 | 97 | 6 | 15 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 292 |
| % | 0% | 17% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 5:30 | 11:45 | 11:30 | 9:15 | 6:30 | 3:45 | 0:00 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 46 | 26 | 3 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:00 - 24:00 | 10 | 496 | 134 | 8 | 38 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 690 |
| % | 1% | 51% | 14% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 17:15 | 16:30 | 12:00 | 14:45 | 14:45 | 13:15 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 3 | 88 | 23 | 3 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| 07:00 - 09:00 | 1 | 59 | 31 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| % | 0% | 6% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 8:00 | 7:45 | 7:30 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 41 | 19 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 16:00 - 18:00 | 4 | 160 | 38 | 2 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 217 |
| % | 0% | 16% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 2 | 88 | 21 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 267 | 87 | 11 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 |
| % | 0% | 31% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 3:15 | 7:30 | 7:00 | 7:30 | 7:30 | 3:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 1 | 73 | 19 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 12:00 - 24:00 | 13 | 326 | 89 | 5 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 |
| % | 2% | 38% | 10% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 18:15 | 12:45 | 15:15 | 12:15 | 12:30 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 4 | 54 | 18 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 07:00 - 09:00 | 1 | 127 | 32 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| % | 0% | 15% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 7:00 | 7:30 | 7:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 73 | 19 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 16:00 - 18:00 | 1 | 75 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| % | 0% | 9% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 48 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 433 | 184 | 17 | 34 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 681 |
| % | 0% | 24% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 3:15 | 7:30 | 11:30 | 9:15 | 7:00 | 3:45 | 0:00 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 1 | 113 | 39 | 5 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 165 |
| 12:00 - 24:00 | 23 | 822 | 223 | 13 | 65 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1152 |
| % | 1% | 45% | 12% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 63% |
| Peak Hour | 15:30 | 16:30 | 15:45 | 12:00 | 12:30 | 13:15 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 5 | 132 | 41 | 3 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 174 |
| 07:00 - 09:00 | 2 | 186 | 63 | 5 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| % | 0% | 10% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 7:00 | 7:30 | 7:30 | 7:30 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 113 | 37 | 4 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 16:00 - 18:00 | 5 | 235 | 56 | 2 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 317 |
| % | 0% | 13% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 3 | 132 | 33 | 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 174 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:15 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 | 0 | 5 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 12 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 1 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 12 | 5 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 19 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:15 | 0 | 9 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 1 | 16 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:15 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 1 | 10 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 15 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:15 | 0 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 1 | 13 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:45 | 0 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 0 | 18 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 1 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 19 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:45 | 1 | 28 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:00 | 0 | 17 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 1 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:30 | 0 | 18 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:45 | 1 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 1 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:15 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:30 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 12 | 662 | 231 | 14 | 53 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 982 |
| % of Totals | 1% | 67% | 24% | 1% | 5% | 1% | | 0% | | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:15 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 | 0 | 19 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:45 | 1 | 30 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 | 0 | 14 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:30 | 0 | 14 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:45 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 12 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 1 | 12 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 1 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 1 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 17 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:30 | 1 | 13 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 1 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 1 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:15 | 1 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:45 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:15 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 2 | 12 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 15 | 593 | 176 | 16 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 851 |
| % of Totals | 2% | 70% | 21% | 2% | 5% | 1% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:15 | 1 | 5 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:30 | 0 | 5 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 14 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:15 | 0 | 13 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 25 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:45 | 1 | 41 | 9 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 8:00 | 0 | 21 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:15 | 0 | 26 | 12 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:30 | 0 | 21 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:45 | 1 | 24 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 18 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:30 | 0 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 13 | 9 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 11 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:30 | 0 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:45 | 0 | 20 | 8 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 21 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 | 0 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 25 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:15 | 0 | 23 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:30 | 1 | 23 | 9 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:45 | 1 | 19 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 1 | 23 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:15 | 0 | 22 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:30 | 1 | 21 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:45 | 1 | 13 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 2 | 21 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:30 | 0 | 29 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:45 | 1 | 19 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 23 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:15 | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:30 | 2 | 22 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:45 | 1 | 31 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 26 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:15 | 2 | 26 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:30 | 0 | 27 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:45 | 1 | 42 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 17:00 | 0 | 32 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 17:15 | 1 | 31 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:30 | 0 | 22 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:45 | 1 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:15 | 2 | 31 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 18:30 | 1 | 19 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:45 | 0 | 29 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:00 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:45 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 27 | 1,255 | 407 | 30 | 99 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1,833 |
| % of Totals | 1% | 68% | 22% | 2% | 5% | 1% | | 0% | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 982 | 851 | 0 | 0 | 1,833 |

DAILY TOTALS

### 15-Minutes Interval

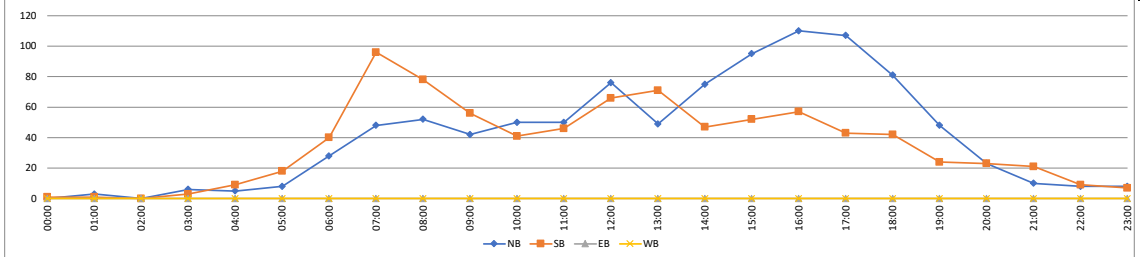
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 25 | 9 | | | 34 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 21 | 20 | | | 41 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 19 | 19 | | | 38 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 11 | 18 | | | 29 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 17 | 18 | | | 35 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 9 | 24 | | | 33 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 14 | 18 | | | 32 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 9 | 11 | | | 20 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 21 | 8 | | | 29 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 11 | 9 | | | 20 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 23 | 16 | | | 39 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 20 | 14 | | | 34 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 24 | 11 | | | 35 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 23 | 10 | | | 33 |
| 3:30 | 4 | 0 | | | 4 | 15:30 | 20 | 14 | | | 34 |
| 3:45 | 1 | 2 | | | 3 | 15:45 | 28 | 17 | | | 45 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 28 | 14 | | | 42 |
| 4:15 | 1 | 1 | | | 2 | 16:15 | 23 | 15 | | | 38 |
| 4:30 | 1 | 4 | | | 5 | 16:30 | 27 | 12 | | | 39 |
| 4:45 | 2 | 3 | | | 5 | 16:45 | 32 | 16 | | | 48 |
| 5:00 | 0 | 2 | | | 2 | 17:00 | 27 | 18 | | | 45 |
| 5:15 | 4 | 6 | | | 10 | 17:15 | 31 | 11 | | | 42 |
| 5:30 | 4 | 3 | | | 7 | 17:30 | 23 | 6 | | | 29 |
| 5:45 | 0 | 7 | | | 7 | 17:45 | 26 | 8 | | | 34 |
| 6:00 | 6 | 11 | | | 17 | 18:00 | 16 | 4 | | | 20 |
| 6:15 | 6 | 7 | | | 13 | 18:15 | 23 | 21 | | | 44 |
| 6:30 | 7 | 5 | | | 12 | 18:30 | 21 | 6 | | | 27 |
| 6:45 | 9 | 17 | | | 26 | 18:45 | 21 | 11 | | | 32 |
| 7:00 | 8 | 15 | | | 23 | 19:00 | 9 | 6 | | | 15 |
| 7:15 | 12 | 13 | | | 25 | 19:15 | 15 | 3 | | | 18 |
| 7:30 | 14 | 27 | | | 41 | 19:30 | 13 | 9 | | | 22 |
| 7:45 | 14 | 41 | | | 55 | 19:45 | 11 | 6 | | | 17 |
| 8:00 | 14 | 13 | | | 27 | 20:00 | 5 | 8 | | | 13 |
| 8:15 | 20 | 22 | | | 42 | 20:15 | 5 | 3 | | | 8 |
| 8:30 | 9 | 20 | | | 29 | 20:30 | 7 | 9 | | | 16 |
| 8:45 | 9 | 23 | | | 32 | 20:45 | 6 | 3 | | | 9 |
| 9:00 | 7 | 17 | | | 24 | 21:00 | 4 | 12 | | | 16 |
| 9:15 | 10 | 16 | | | 26 | 21:15 | 0 | 3 | | | 3 |
| 9:30 | 11 | 12 | | | 23 | 21:30 | 3 | 2 | | | 5 |
| 9:45 | 14 | 11 | | | 25 | 21:45 | 3 | 4 | | | 7 |
| 10:00 | 10 | 6 | | | 16 | 22:00 | 3 | 2 | | | 5 |
| 10:15 | 8 | 11 | | | 19 | 22:15 | 1 | 3 | | | 4 |
| 10:30 | 12 | 13 | | | 25 | 22:30 | 4 | 4 | | | 8 |
| 10:45 | 20 | 11 | | | 31 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 11 | 4 | | | 15 | 23:00 | 2 | 0 | | | 2 |
| 11:15 | 10 | 12 | | | 22 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 17 | 16 | | | 33 | 23:30 | 4 | 4 | | | 8 |
| 11:45 | 12 | 14 | | | 26 | 23:45 | 1 | 2 | | | 3 |
| TOTALS | 292 | 389 | 0 | 0 | 681 | TOTALS | 690 | 462 | 0 | 0 | 1152 |
| SPLIT % | 43% | 57% | 0% | 0% | 37% | SPLIT % | 60% | 40% | 0% | 0% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 1 | | | 1 |
| 01:00 | 02:00 | 3 | 1 | | | 4 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 6 | 3 | | | 9 |
| 04:00 | 05:00 | 5 | 9 | | | 14 |
| 05:00 | 06:00 | 8 | 18 | | | 26 |
| 06:00 | 07:00 | 28 | 40 | | | 68 |
| 07:00 | 08:00 | 48 | 96 | | | 144 |
| 08:00 | 09:00 | 52 | 78 | | | 130 |
| 09:00 | 10:00 | 42 | 56 | | | 98 |
| 10:00 | 11:00 | 50 | 41 | | | 91 |
| 11:00 | 12:00 | 50 | 46 | | | 96 |
| 12:00 | 13:00 | 76 | 66 | | | 142 |
| 13:00 | 14:00 | 49 | 71 | | | 120 |
| 14:00 | 15:00 | 75 | 47 | | | 122 |
| 15:00 | 16:00 | 95 | 52 | | | 147 |
| 16:00 | 17:00 | 110 | 57 | | | 167 |
| 17:00 | 18:00 | 107 | 43 | | | 150 |
| 18:00 | 19:00 | 81 | 42 | | | 123 |
| 19:00 | 20:00 | 48 | 24 | | | 72 |
| 20:00 | 21:00 | 23 | 23 | | | 46 |
| 21:00 | 22:00 | 10 | 21 | | | 31 |
| 22:00 | 23:00 | 8 | 9 | | | 17 |
| 23:00 | 00:00 | 8 | 7 | | | 15 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 292 | 389 | | | 681 |
| Peak Hour | 7:30 | 7:30 | | | 7:30 |
| Peak Volume | 62 | 103 | | | 165 |
| Peak Hour Factor | 0.775 | 0.628 | | | 0.750 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 690 | 462 | | | 1152 |
| Peak Hour | 16:30 | 12:30 | | | 16:30 |
| Peak Volume | 117 | 79 | | | 174 |
| Peak Hour Factor | 0.914 | 0.823 | | | 0.906 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 100 | 174 | | | 274 |
| Peak Hour | 7:30 | 7:30 | | | 7:30 |
| Peak Volume | 62 | 103 | | | 165 |
| Peak Hour Factor | 0.775 | 0.628 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 217 | 100 | | | 317 |
| Peak Hour | 16:30 | 16:15 | | | 16:30 |
| Peak Volume | 117 | 61 | | | 174 |
| Peak Hour Factor | 0.914 | 0.847 | | | 0.906 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Thursday
Date: 3/14/2024

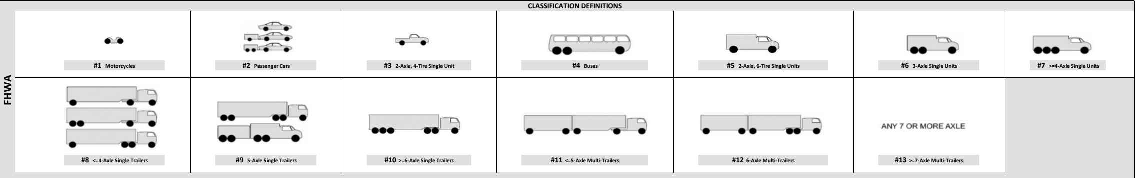
City: Manassas
Project #: VA24_260055_001

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 20 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:00 | 1 | 9 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 23 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | 32 | 28 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 7:00 | 0 | 23 | 22 | 2 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 66 | 17 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 1 | 89 | 39 | 2 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 8:00 | 0 | 27 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 59 | 18 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 86 | 32 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 9:00 | 1 | 25 | 15 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 48 | 8 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 2 | 73 | 23 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 10:00 | 1 | 36 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 31 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 67 | 26 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 11:00 | 0 | 35 | 16 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 30 | 7 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 65 | 23 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 12:00 | 0 | 63 | 19 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 53 | 8 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 116 | 27 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 13:00 | 1 | 35 | 12 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 39 | 16 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2 | 74 | 28 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 14:00 | 1 | 49 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 36 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 1 | 85 | 21 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 15:00 | 2 | 60 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 22 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 82 | 30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 16:00 | 1 | 75 | 14 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 1 | 32 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 2 | 107 | 25 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 17:00 | 2 | 103 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 1 | 41 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 3 | 144 | 25 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 18:00 | 3 | 59 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 2 | 34 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 5 | 93 | 18 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 19:00 | 1 | 39 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 68 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 20:00 | 1 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:00 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 27 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 22:00 | 1 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 17 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:00 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 16 | 698 | 224 | 28 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,013 | 9 | 619 | 164 | 24 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 867 | 25 | 1,317 | 388 | 52 | 86 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,880 |
| % of Totals | 2% | 69% | 22% | 3% | 4% | 0% | | | | | | | | 100% | 1% | 71% | 19% | 3% | 5% | 1% | | | | | | | | 100% | 1% | 70% | 21% | 3% | 5% | 1% | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 170 | 106 | 11 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 3 | 282 | 85 | 5 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 6 | 452 | 191 | 16 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 720 |
| % | 0% | 17% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 0% | 33% | 10% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% | 0% | 24% | 10% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 5:45 | 11:45 | 7:00 | 11:30 | 7:00 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 5:45 | 7:30 | 6:45 | 10:15 | 7:00 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 | 5:45 | 11:45 | 6:45 | 11:30 | 7:00 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 59 | 22 | 6 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 1 | 70 | 24 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 2 | 108 | 45 | 8 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12:00 - 24:00 | 13 | 528 | 118 | 17 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 697 | 6 | 337 | 79 | 19 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 19 | 865 | 197 | 36 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1160 |
| % | 1% | 52% | 12% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% | 1% | 39% | 9% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% | 1% | 46% | 10% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 15:30 | 16:45 | 12:15 | 17:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 | 17:15 | 12:00 | 12:30 | 14:30 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 17:15 | 16:45 | 12:15 | 17:15 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 3 | 112 | 20 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 2 | 53 | 17 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 5 | 150 | 35 | 8 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 07:00 - 09:00 | 0 | 50 | 36 | 3 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 1 | 125 | 35 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 1 | 175 | 71 | 4 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| % | 0% | 5% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 14% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 8:00 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 27 | 22 | 2 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 70 | 18 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 1 | 94 | 39 | 2 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 16:00 - 18:00 | 3 | 178 | 26 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 2 | 73 | 24 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 5 | 251 | 50 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 |
| % | 0% | 18% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% | 0% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:45 | 16:45 | 16:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 2 | 112 | 14 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 1 | 41 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 3 | 150 | 25 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 10 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 8 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 7 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 28 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:15 | 0 | 9 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 15 | 8 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:30 | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 17 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 21 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:45 | 0 | 3 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 22 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 25 | 7 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 25 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 21 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:30 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 23 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 17 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 18 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 9:15 | 1 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 18 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 9:30 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:45 | 0 | 9 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 20 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:15 | 1 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 16 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 0 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 12 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 13 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 25 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:30 | 0 | 8 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 16 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:45 | 0 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:00 | 0 | 17 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 13 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 30 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:15 | 0 | 16 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 20 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 36 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:30 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 28 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 0 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:00 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 10 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 24 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:15 | 0 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 18 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:30 | 1 | 8 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 13 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:45 | 0 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 12 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 19 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:00 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 1 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 19 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:30 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 25 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:45 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 24 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:15 | 0 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 27 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:45 | 2 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 17 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 31 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:15 | 1 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:30 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 25 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 28 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:00 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:30 | 2 | 32 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 42 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:45 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:00 | 1 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 31 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 18:15 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 2 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:45 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 23 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:30 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 16 | 698 | 224 | 28 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,013 | 9 | 619 | 164 | 24 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 867 | 25 | 1,317 | 388 | 52 | 86 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,880 |
| % of Totals | 2% | 69% | 22% | 3% | 4% | 0% | | | | | | | | 100% | 1% | 71% | 19% | 3% | 5% | 1% | | | | | | | | 100% | 1% | 70% | 21% | 3% | 5% | 1% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,013 | 867 | 0 | 0 | 1,880 |

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 23 | 17 | | | 40 |
| 0:15 | 1 | 2 | | | 3 | 12:15 | 24 | 25 | | | 49 |
| 0:30 | 1 | 1 | | | 2 | 12:30 | 21 | 16 | | | 37 |
| 0:45 | 1 | 2 | | | 3 | 12:45 | 20 | 11 | | | 31 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 19 | 21 | | | 40 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 10 | 17 | | | 27 |
| 1:30 | 1 | 1 | | | 2 | 13:30 | 14 | 11 | | | 25 |
| 1:45 | 3 | 0 | | | 3 | 13:45 | 13 | 18 | | | 31 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 11 | 12 | | | 23 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 15 | 13 | | | 28 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 21 | 13 | | | 34 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 18 | 13 | | | 31 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 25 | 10 | | | 35 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 15 | 8 | | | 23 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 24 | 12 | | | 36 |
| 3:45 | 2 | 1 | | | 3 | 15:45 | 21 | 6 | | | 27 |
| 4:00 | 0 | 1 | | | 1 | 16:00 | 24 | 16 | | | 40 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 20 | 12 | | | 32 |
| 4:30 | 1 | 3 | | | 4 | 16:30 | 20 | 13 | | | 33 |
| 4:45 | 3 | 3 | | | 6 | 16:45 | 31 | 7 | | | 38 |
| 5:00 | 2 | 3 | | | 5 | 17:00 | 42 | 17 | | | 59 |
| 5:15 | 3 | 3 | | | 6 | 17:15 | 18 | 14 | | | 32 |
| 5:30 | 1 | 4 | | | 5 | 17:30 | 43 | 16 | | | 59 |
| 5:45 | 5 | 11 | | | 16 | 17:45 | 19 | 11 | | | 30 |
| 6:00 | 6 | 10 | | | 16 | 18:00 | 26 | 16 | | | 42 |
| 6:15 | 3 | 3 | | | 6 | 18:15 | 12 | 9 | | | 21 |
| 6:30 | 9 | 14 | | | 23 | 18:30 | 23 | 11 | | | 34 |
| 6:45 | 5 | 17 | | | 22 | 18:45 | 18 | 8 | | | 26 |
| 7:00 | 15 | 24 | | | 39 | 19:00 | 12 | 7 | | | 19 |
| 7:15 | 21 | 11 | | | 32 | 19:15 | 13 | 3 | | | 16 |
| 7:30 | 12 | 30 | | | 42 | 19:30 | 13 | 13 | | | 26 |
| 7:45 | 12 | 28 | | | 40 | 19:45 | 10 | 6 | | | 16 |
| 8:00 | 9 | 21 | | | 30 | 20:00 | 5 | 8 | | | 13 |
| 8:15 | 14 | 16 | | | 30 | 20:15 | 6 | 5 | | | 11 |
| 8:30 | 11 | 22 | | | 33 | 20:30 | 5 | 8 | | | 13 |
| 8:45 | 9 | 23 | | | 32 | 20:45 | 9 | 5 | | | 14 |
| 9:00 | 10 | 19 | | | 29 | 21:00 | 6 | 4 | | | 10 |
| 9:15 | 11 | 17 | | | 28 | 21:15 | 5 | 3 | | | 8 |
| 9:30 | 11 | 14 | | | 25 | 21:30 | 1 | 12 | | | 13 |
| 9:45 | 14 | 14 | | | 28 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 13 | 15 | | | 28 | 22:00 | 2 | 2 | | | 4 |
| 10:15 | 18 | 10 | | | 28 | 22:15 | 3 | 6 | | | 9 |
| 10:30 | 9 | 9 | | | 18 | 22:30 | 3 | 4 | | | 7 |
| 10:45 | 16 | 9 | | | 25 | 22:45 | 5 | 0 | | | 5 |
| 11:00 | 12 | 8 | | | 20 | 23:00 | 3 | 2 | | | 5 |
| 11:15 | 18 | 17 | | | 35 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 15 | 10 | | | 25 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 15 | 7 | | | 22 | 23:45 | 2 | 1 | | | 3 |
| TOTALS | 316 | 404 | 0 | 0 | 720 | TOTALS | 697 | 463 | 0 | 0 | 1160 |
| SPLIT % | 44% | 56% | 0% | 0% | 38% | SPLIT % | 60% | 40% | 0% | 0% | 62% |

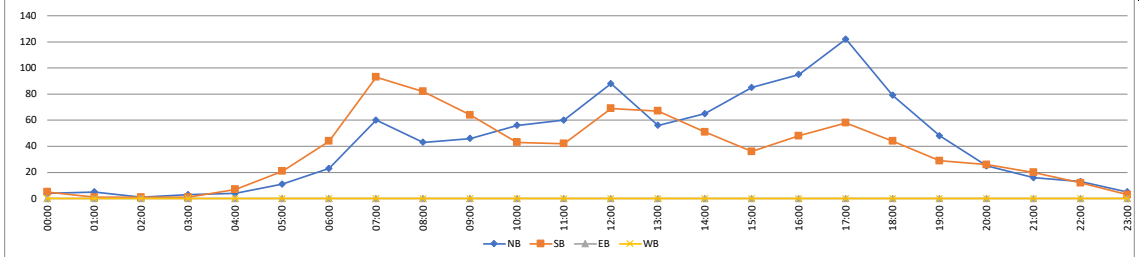
### DAILY TOTALS

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 5 | | | 9 |
| 01:00 | 02:00 | 5 | 1 | | | 6 |
| 02:00 | 03:00 | 1 | 1 | | | 2 |
| 03:00 | 04:00 | 3 | 1 | | | 4 |
| 04:00 | 05:00 | 4 | 7 | | | 11 |
| 05:00 | 06:00 | 11 | 21 | | | 32 |
| 06:00 | 07:00 | 23 | 44 | | | 67 |
| 07:00 | 08:00 | 60 | 93 | | | 153 |
| 08:00 | 09:00 | 43 | 82 | | | 125 |
| 09:00 | 10:00 | 46 | 64 | | | 110 |
| 10:00 | 11:00 | 56 | 43 | | | 99 |
| 11:00 | 12:00 | 60 | 42 | | | 102 |
| 12:00 | 13:00 | 88 | 69 | | | 157 |
| 13:00 | 14:00 | 56 | 67 | | | 123 |
| 14:00 | 15:00 | 65 | 51 | | | 116 |
| 15:00 | 16:00 | 85 | 36 | | | 121 |
| 16:00 | 17:00 | 95 | 48 | | | 143 |
| 17:00 | 18:00 | 122 | 58 | | | 180 |
| 18:00 | 19:00 | 79 | 44 | | | 123 |
| 19:00 | 20:00 | 48 | 29 | | | 77 |
| 20:00 | 21:00 | 25 | 26 | | | 51 |
| 21:00 | 22:00 | 16 | 20 | | | 36 |
| 22:00 | 23:00 | 13 | 12 | | | 25 |
| 23:00 | 00:00 | 5 | 3 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 316 | 404 | | | 720 |
| Peak Hour | 10:45 | 7:30 | | | 7:00 |
| Peak Volume | 61 | 95 | | | 153 |
| Peak Hour Factor | 0.847 | 0.792 | | | 0.911 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 697 | 463 | | | 1160 |
| Peak Hour | 16:45 | 12:15 | | | 16:45 |
| Peak Volume | 134 | 73 | | | 188 |
| Peak Hour Factor | 0.779 | 0.730 | | | 0.797 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 103 | 175 | | | 278 |
| Peak Hour | 7:00 | 7:30 | | | 7:00 |
| Peak Volume | 60 | 95 | | | 153 |
| Peak Hour Factor | 0.714 | 0.792 | | | 0.911 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 217 | 106 | | | 323 |
| Peak Hour | 16:45 | 17:00 | | | 16:45 |
| Peak Volume | 134 | 58 | | | 188 |
| Peak Hour Factor | 0.779 | 0.853 | | | 0.797 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Friday
Date: 3/15/2024

City: Manassas
Project #: VA24_260055_001

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 9 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 26 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:00 | 0 | 30 | 9 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 9:00 | 0 | 20 | 11 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 1 | 20 | 16 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 1 | 39 | 14 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:00 | 1 | 58 | 21 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 13:00 | 0 | 44 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 3 | 49 | 18 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 15:00 | 0 | 40 | 5 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:00 | 1 | 47 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 17:00 | 0 | 58 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 18:00 | 0 | 37 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:00 | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 7 | 560 | 179 | 22 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 826 |
| % of Totals | 1% | 68% | 22% | 3% | 6% | 1% | | | | | | | | 100% |

SOUTHBOUND

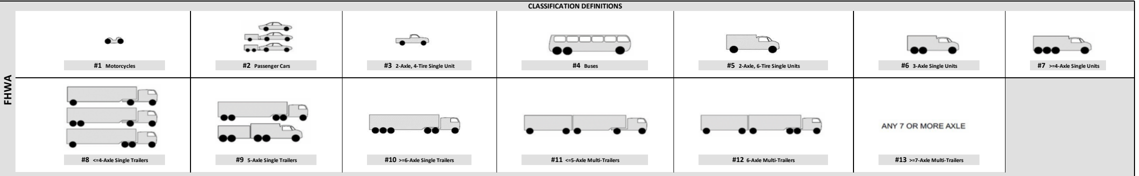
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 21 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 51 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 8:00 | 1 | 45 | 19 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 9:00 | 0 | 22 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 0 | 25 | 7 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 1 | 30 | 9 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:00 | 0 | 40 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 0 | 43 | 15 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:00 | 0 | 27 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 1 | 45 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 16:00 | 0 | 30 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 38 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:00 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 497 | 145 | 18 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 710 |
| % of Totals | 0% | 70% | 20% | 3% | 6% | 1% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 6 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 15 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 30 | 16 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 7:00 | 0 | 77 | 30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 8:00 | 1 | 75 | 28 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 9:00 | 0 | 42 | 19 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 10:00 | 1 | 45 | 23 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 11:00 | 2 | 69 | 23 | 10 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 12:00 | 1 | 98 | 32 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 13:00 | 0 | 87 | 25 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 14:00 | 3 | 76 | 25 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 15:00 | 1 | 85 | 15 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:00 | 1 | 77 | 25 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:00 | 0 | 96 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 18:00 | 0 | 54 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:00 | 0 | 53 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 20:00 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 10 | 1,057 | 324 | 40 | 91 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,536 |
| % of Totals | 1% | 69% | 21% | 3% | 6% | 1% | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 162 | 82 | 13 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| % | 0% | 20% | 10% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 9:30 | 11:45 | 9:45 | 11:00 | 11:15 | 9:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 51 | 19 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 12:00 - 24:00 | 5 | 398 | 97 | 9 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 540 |
| % | 1% | 48% | 12% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 14:00 | 16:45 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 3 | 60 | 21 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:00 - 09:00 | 0 | 56 | 23 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| % | 0% | 7% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 30 | 14 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 - 18:00 | 1 | 105 | 24 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| % | 0% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 60 | 16 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 213 | 74 | 9 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| % | 0% | 30% | 10% | 1% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 7:15 | 7:15 | 7:30 | 9:00 | 7:30 | 4:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:15 |
| Peak Volume | 1 | 52 | 19 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:00 - 24:00 | 1 | 284 | 71 | 9 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 |
| % | 0% | 40% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 14:45 | 15:00 | 12:45 | 12:15 | 13:15 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 1 | 45 | 16 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:00 - 09:00 | 1 | 96 | 35 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| % | 0% | 14% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 7:15 | 7:15 | 7:30 | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 1 | 52 | 19 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 16:00 - 18:00 | 0 | 68 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| % | 0% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:30 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 42 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 375 | 156 | 22 | 50 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 616 |
| % | 0% | 24% | 10% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 10:15 | 11:45 | 7:30 | 11:00 | 7:30 | 4:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 90 | 33 | 10 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 12:00 - 24:00 | 6 | 682 | 168 | 18 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 920 |
| % | 0% | 44% | 11% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% |
| Peak Hour | 14:00 | 16:45 | 12:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 3 | 102 | 34 | 6 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 07:00 - 09:00 | 1 | 152 | 58 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| % | 0% | 10% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 7:15 | 7:15 | 7:30 | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 1 | 78 | 33 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 16:00 - 18:00 | 1 | 173 | 45 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| % | 0% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:45 | 16:30 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 102 | 26 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:15 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 | 0 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 6 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 8 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:15 | 1 | 12 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:30 | 0 | 11 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 17 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 1 | 14 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 15 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 15 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 15 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 14 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:45 | 2 | 13 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 11 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 1 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 15 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 20 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:15 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 7 | 560 | 179 | 22 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 826 |
| % of Totals | 1% | 68% | 22% | 3% | 6% | 1% | | | | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 7 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:15 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 11 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:45 | 0 | 14 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:00 | 1 | 12 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:15 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 22 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 9 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 0 | 10 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 10 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 1 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 497 | 145 | 18 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 710 |
| % of Totals | 0% | 70% | 20% | 3% | 6% | 1% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:45 | 0 | 8 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 20 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:15 | 0 | 23 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 16 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:45 | 0 | 18 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 1 | 21 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 | 0 | 14 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:30 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:45 | 0 | 29 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 9:00 | 0 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 10 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 11 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 5 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:15 | 1 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:30 | 0 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 14 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 1 | 13 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:15 | 1 | 20 | 7 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:30 | 0 | 18 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:45 | 0 | 18 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:00 | 0 | 27 | 7 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:15 | 0 | 22 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:30 | 1 | 23 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:45 | 0 | 26 | 8 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 24 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:15 | 0 | 20 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:30 | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:45 | 0 | 19 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 21 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 14:15 | 1 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 20 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 14:45 | 2 | 19 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:00 | 0 | 15 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 28 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:30 | 1 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 24 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 1 | 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 0 | 25 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:45 | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 33 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:15 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:30 | 0 | 12 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 10 | 1,057 | 324 | 40 | 91 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,536 |
| % of Totals | 1% | 69% | 21% | 3% | 6% | 1% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 826 | 710 | 0 | 0 | 1,536 |

DAILY TOTALS

### 15-Minutes Interval

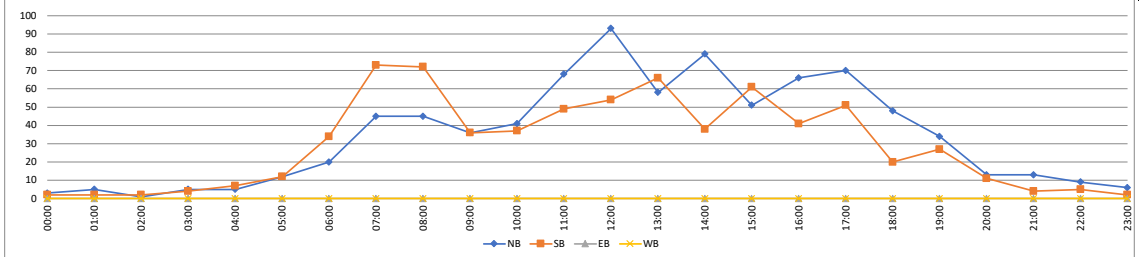
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 27 | 13 | | | 40 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 20 | 13 | | | 33 |
| 0:30 | 2 | 2 | | | 4 | 12:30 | 21 | 15 | | | 36 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 25 | 13 | | | 38 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 22 | 16 | | | 38 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 14 | 17 | | | 31 |
| 1:30 | 3 | 0 | | | 3 | 13:30 | 15 | 17 | | | 32 |
| 1:45 | 1 | 2 | | | 3 | 13:45 | 7 | 16 | | | 23 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 23 | 10 | | | 33 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 10 | 11 | | | 21 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 24 | 9 | | | 33 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 22 | 8 | | | 30 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 8 | 13 | | | 21 |
| 3:15 | 1 | 1 | | | 2 | 15:15 | 17 | 15 | | | 32 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 9 | 14 | | | 23 |
| 3:45 | 3 | 2 | | | 5 | 15:45 | 17 | 19 | | | 36 |
| 4:00 | 0 | 2 | | | 2 | 16:00 | 19 | 9 | | | 28 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 8 | 8 | | | 16 |
| 4:30 | 1 | 2 | | | 3 | 16:30 | 21 | 13 | | | 34 |
| 4:45 | 4 | 3 | | | 7 | 16:45 | 18 | 11 | | | 29 |
| 5:00 | 2 | 1 | | | 3 | 17:00 | 26 | 14 | | | 40 |
| 5:15 | 2 | 3 | | | 5 | 17:15 | 11 | 17 | | | 28 |
| 5:30 | 3 | 5 | | | 8 | 17:30 | 22 | 13 | | | 35 |
| 5:45 | 5 | 3 | | | 8 | 17:45 | 11 | 7 | | | 18 |
| 6:00 | 8 | 4 | | | 12 | 18:00 | 11 | 4 | | | 15 |
| 6:15 | 4 | 6 | | | 10 | 18:15 | 12 | 7 | | | 19 |
| 6:30 | 4 | 9 | | | 13 | 18:30 | 12 | 6 | | | 18 |
| 6:45 | 4 | 15 | | | 19 | 18:45 | 13 | 3 | | | 16 |
| 7:00 | 13 | 16 | | | 29 | 19:00 | 12 | 10 | | | 22 |
| 7:15 | 10 | 16 | | | 26 | 19:15 | 11 | 7 | | | 18 |
| 7:30 | 11 | 20 | | | 31 | 19:30 | 6 | 8 | | | 14 |
| 7:45 | 11 | 21 | | | 32 | 19:45 | 5 | 2 | | | 7 |
| 8:00 | 11 | 19 | | | 30 | 20:00 | 8 | 3 | | | 11 |
| 8:15 | 11 | 15 | | | 26 | 20:15 | 3 | 1 | | | 4 |
| 8:30 | 12 | 6 | | | 18 | 20:30 | 2 | 4 | | | 6 |
| 8:45 | 11 | 32 | | | 43 | 20:45 | 0 | 3 | | | 3 |
| 9:00 | 5 | 10 | | | 15 | 21:00 | 3 | 1 | | | 4 |
| 9:15 | 7 | 9 | | | 16 | 21:15 | 1 | 1 | | | 2 |
| 9:30 | 11 | 6 | | | 17 | 21:30 | 5 | 1 | | | 6 |
| 9:45 | 13 | 11 | | | 24 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 7 | 6 | | | 13 | 22:00 | 4 | 1 | | | 5 |
| 10:15 | 15 | 9 | | | 24 | 22:15 | 4 | 0 | | | 4 |
| 10:30 | 10 | 9 | | | 19 | 22:30 | 0 | 2 | | | 2 |
| 10:45 | 9 | 13 | | | 22 | 22:45 | 1 | 2 | | | 3 |
| 11:00 | 16 | 8 | | | 24 | 23:00 | 4 | 0 | | | 4 |
| 11:15 | 19 | 15 | | | 34 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 18 | 9 | | | 27 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 15 | 17 | | | 32 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 286 | 330 | 0 | 0 | 616 | TOTALS | 540 | 380 | 0 | 0 | 920 |
| SPLIT % | 46% | 54% | 0% | 0% | 40% | SPLIT % | 59% | 41% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 2 | | | 5 |
| 01:00 | 02:00 | 5 | 2 | | | 7 |
| 02:00 | 03:00 | 1 | 2 | | | 3 |
| 03:00 | 04:00 | 5 | 4 | | | 9 |
| 04:00 | 05:00 | 5 | 7 | | | 12 |
| 05:00 | 06:00 | 12 | 12 | | | 24 |
| 06:00 | 07:00 | 20 | 34 | | | 54 |
| 07:00 | 08:00 | 45 | 73 | | | 118 |
| 08:00 | 09:00 | 45 | 72 | | | 117 |
| 09:00 | 10:00 | 36 | 36 | | | 72 |
| 10:00 | 11:00 | 41 | 37 | | | 78 |
| 11:00 | 12:00 | 68 | 49 | | | 117 |
| 12:00 | 13:00 | 93 | 54 | | | 147 |
| 13:00 | 14:00 | 58 | 66 | | | 124 |
| 14:00 | 15:00 | 79 | 38 | | | 117 |
| 15:00 | 16:00 | 51 | 61 | | | 112 |
| 16:00 | 17:00 | 66 | 41 | | | 107 |
| 17:00 | 18:00 | 70 | 51 | | | 121 |
| 18:00 | 19:00 | 48 | 20 | | | 68 |
| 19:00 | 20:00 | 34 | 27 | | | 61 |
| 20:00 | 21:00 | 13 | 11 | | | 24 |
| 21:00 | 22:00 | 13 | 4 | | | 17 |
| 22:00 | 23:00 | 9 | 5 | | | 14 |
| 23:00 | 00:00 | 6 | 2 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 286 | 330 | | | 616 |
| Peak Hour | 11:00 | 7:15 | | | 7:15 |
| Peak Volume | 68 | 76 | | | 119 |
| Peak Hour Factor | 0.895 | 0.905 | | | 0.930 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 540 | 380 | | | 920 |
| Peak Hour | 12:00 | 13:00 | | | 12:00 |
| Peak Volume | 93 | 66 | | | 147 |
| Peak Hour Factor | 0.861 | 0.971 | | | 0.919 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 90 | 145 | | | 235 |
| Peak Hour | 7:00 | 7:15 | | | 7:15 |
| Peak Volume | 45 | 76 | | | 119 |
| Peak Hour Factor | 0.865 | 0.905 | | | 0.930 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 136 | 92 | | | 228 |
| Peak Hour | 16:45 | 16:30 | | | 16:45 |
| Peak Volume | 77 | 55 | | | 132 |
| Peak Hour Factor | 0.740 | 0.809 | | | 0.825 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Saturday
Date: 3/16/2024

City: Manassas
Project #: VA24_260055_001

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 | 0 | 9 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 9 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 14 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 9 | 8 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 | 0 | 21 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 20 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 1 | 21 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:00 | 1 | 16 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 2 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:00 | 1 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 1 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 19:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 6 | 289 | 81 | 2 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| % of Totals | 2% | 72% | 20% | 1% | 3% | 2% | | | | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 11 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 | 0 | 7 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 19 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 11 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 2 | 21 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 1 | 17 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 1 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 6 | 233 | 58 | 3 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 324 |
| % of Totals | 2% | 72% | 18% | 1% | 5% | 2% | | | | | | | | 100% |

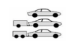
TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:00 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 24 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 16 | 12 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 9:00 | 0 | 23 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 0 | 33 | 11 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 11:00 | 0 | 20 | 11 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:00 | 2 | 42 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 13:00 | 0 | 41 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 2 | 38 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 15:00 | 1 | 35 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:00 | 4 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:00 | 2 | 37 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 18:00 | 1 | 37 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 0 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:00 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 12 | 522 | 139 | 5 | 30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 724 |
| % of Totals | 2% | 72% | 19% | 1% | 4% | 2% | | | | | | | | 100% |

### FHWA

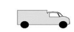
CLASSIFICATION DEFINITIONS


**#1** Motorcycles


**#2** Passenger Cars

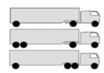
**#3** 2-Axle, 4-Tire Single Unit

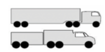
**#4** Buses

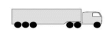

**#5** 2-Axle, 6-Tire Single Units

**#6** 3-Axle Single Units

**#7** >=4-Axle Single Units


**#8** <=4-Axle Single Trailers


**#9** 5-Axle Single Trailers


**#10** >=6-Axle Single Trailers

**#11** <=5-Axle Multi-Trailers

**#12** 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

**#13** >=7-Axle Multi-Trailers

### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 69 | 34 | 1 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| % | 0% | 17% | 9% | 0% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% |
| Peak Hour | 0:00 | 11:45 | 10:30 | 11:00 | 10:45 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 24 | 11 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:00 - 24:00 | 6 | 220 | 47 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| % | 2% | 55% | 12% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 71% |
| Peak Hour | 16:30 | 16:45 | 15:00 | 12:00 | 13:30 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 3 | 33 | 9 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:00 - 09:00 | 0 | 22 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| % | 0% | 6% | 2% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 16 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 - 18:00 | 3 | 56 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| % | 1% | 14% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:30 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 3 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 70 | 31 | 2 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| % | 0% | 22% | 10% | 1% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 11:45 | 9:30 | 7:45 | 7:00 | 6:30 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:30 |
| Peak Volume | 2 | 23 | 8 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 - 24:00 | 6 | 163 | 27 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| % | 2% | 50% | 8% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 63% |
| Peak Hour | 12:00 | 14:30 | 14:45 | 16:45 | 14:00 | 18:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 2 | 23 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 07:00 - 09:00 | 0 | 18 | 10 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| % | 0% | 6% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 12 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 - 18:00 | 3 | 23 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| % | 1% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 2 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 139 | 65 | 3 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| % | 0% | 19% | 9% | 0% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 11:45 | 11:45 | 10:30 | 11:00 | 10:30 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 42 | 16 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:00 - 24:00 | 12 | 383 | 74 | 2 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 489 |
| % | 2% | 53% | 10% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 68% |
| Peak Hour | 16:00 | 16:30 | 14:45 | 12:00 | 14:00 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 4 | 44 | 13 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 - 09:00 | 0 | 40 | 19 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| % | 0% | 6% | 3% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:30 | 7:45 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 28 | 13 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 - 18:00 | 6 | 79 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| % | 1% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:30 | 16:45 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 4 | 44 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 289 | 81 | 2 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| % of Totals | 2% | 72% | 20% | 1% | 3% | 2% | | | | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:45 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 233 | 58 | 3 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 324 |
| % of Totals | 2% | 72% | 18% | 1% | 5% | 2% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 | 0 | 9 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 9 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 8 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 4 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 5 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 9 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 17 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 1 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:45 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 11 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 12 | 522 | 139 | 5 | 30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 724 |
| % of Totals | 2% | 72% | 19% | 1% | 4% | 2% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 400 | 323 | 0 | 0 | 723 |

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 10 | 14 | | | 24 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 8 | 2 | | | 10 |
| 0:30 | 1 | 2 | | | 3 | 12:30 | 7 | 6 | | | 13 |
| 0:45 | 3 | 1 | | | 4 | 12:45 | 5 | 8 | | | 13 |
| 1:00 | 1 | 4 | | | 5 | 13:00 | 10 | 5 | | | 15 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 1 | 4 | | | 5 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 7 | 6 | | | 13 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 7 | 10 | | | 17 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 6 | 6 | | | 12 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 11 | 2 | | | 13 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 5 | 7 | | | 12 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 8 | 9 | | | 17 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 3 | 6 | | | 9 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 7 | 9 | | | 16 |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 8 | 4 | | | 12 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 10 | 4 | | | 14 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 8 | 7 | | | 15 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 8 | 0 | | | 8 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 7 | 6 | | | 13 |
| 4:45 | 2 | 0 | | | 2 | 16:45 | 13 | 3 | | | 16 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 12 | 2 | | | 14 |
| 5:15 | 0 | 2 | | | 2 | 17:15 | 8 | 7 | | | 15 |
| 5:30 | 1 | 1 | | | 2 | 17:30 | 10 | 4 | | | 14 |
| 5:45 | 1 | 2 | | | 3 | 17:45 | 4 | 3 | | | 7 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 12 | 0 | | | 12 |
| 6:15 | 0 | 0 | | | 0 | 18:15 | 7 | 4 | | | 11 |
| 6:30 | 1 | 1 | | | 2 | 18:30 | 4 | 4 | | | 8 |
| 6:45 | 3 | 4 | | | 7 | 18:45 | 8 | 6 | | | 14 |
| 7:00 | 3 | 3 | | | 6 | 19:00 | 4 | 8 | | | 12 |
| 7:15 | 3 | 4 | | | 7 | 19:15 | 4 | 5 | | | 9 |
| 7:30 | 5 | 3 | | | 8 | 19:30 | 4 | 4 | | | 8 |
| 7:45 | 6 | 7 | | | 13 | 19:45 | 8 | 4 | | | 12 |
| 8:00 | 6 | 2 | | | 8 | 20:00 | 4 | 6 | | | 10 |
| 8:15 | 7 | 9 | | | 16 | 20:15 | 5 | 3 | | | 8 |
| 8:30 | 3 | 4 | | | 7 | 20:30 | 8 | 2 | | | 10 |
| 8:45 | 1 | 1 | | | 2 | 20:45 | 3 | 4 | | | 7 |
| 9:00 | 1 | 2 | | | 3 | 21:00 | 3 | 6 | | | 9 |
| 9:15 | 4 | 4 | | | 8 | 21:15 | 3 | 4 | | | 7 |
| 9:30 | 2 | 7 | | | 9 | 21:30 | 3 | 0 | | | 3 |
| 9:45 | 9 | 6 | | | 15 | 21:45 | 1 | 1 | | | 2 |
| 10:00 | 1 | 10 | | | 11 | 22:00 | 9 | 1 | | | 10 |
| 10:15 | 5 | 7 | | | 12 | 22:15 | 0 | 2 | | | 2 |
| 10:30 | 9 | 4 | | | 13 | 22:30 | 3 | 3 | | | 6 |
| 10:45 | 7 | 6 | | | 13 | 22:45 | 1 | 3 | | | 4 |
| 11:00 | 4 | 8 | | | 12 | 23:00 | 4 | 1 | | | 5 |
| 11:15 | 7 | 5 | | | 12 | 23:15 | 3 | 0 | | | 3 |
| 11:30 | 4 | 1 | | | 5 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 8 | 6 | | | 14 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 116 | 118 | 0 | 0 | 234 | TOTALS | 284 | 205 | 0 | 0 | 489 |
| SPLIT % | 50% | 50% | 0% | 0% | 32% | SPLIT % | 58% | 42% | 0% | 0% | 68% |

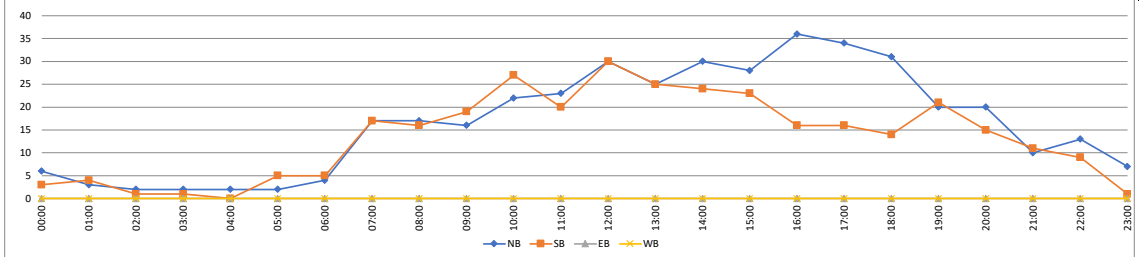
### DAILY TOTALS

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 3 | | | 9 |
| 01:00 | 02:00 | 3 | 4 | | | 7 |
| 02:00 | 03:00 | 2 | 1 | | | 3 |
| 03:00 | 04:00 | 2 | 1 | | | 3 |
| 04:00 | 05:00 | 2 | 0 | | | 2 |
| 05:00 | 06:00 | 2 | 5 | | | 7 |
| 06:00 | 07:00 | 4 | 5 | | | 9 |
| 07:00 | 08:00 | 17 | 17 | | | 34 |
| 08:00 | 09:00 | 17 | 16 | | | 33 |
| 09:00 | 10:00 | 16 | 19 | | | 35 |
| 10:00 | 11:00 | 22 | 27 | | | 49 |
| 11:00 | 12:00 | 23 | 20 | | | 43 |
| 12:00 | 13:00 | 30 | 30 | | | 60 |
| 13:00 | 14:00 | 25 | 25 | | | 50 |
| 14:00 | 15:00 | 30 | 24 | | | 54 |
| 15:00 | 16:00 | 28 | 23 | | | 51 |
| 16:00 | 17:00 | 36 | 16 | | | 52 |
| 17:00 | 18:00 | 34 | 16 | | | 50 |
| 18:00 | 19:00 | 31 | 14 | | | 45 |
| 19:00 | 20:00 | 20 | 21 | | | 41 |
| 20:00 | 21:00 | 20 | 15 | | | 35 |
| 21:00 | 22:00 | 10 | 11 | | | 21 |
| 22:00 | 23:00 | 13 | 9 | | | 22 |
| 23:00 | 00:00 | 7 | 1 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 116 | 118 | | | 234 |
| Peak Hour | 10:30 | 9:30 | | | 9:45 |
| Peak Volume | 27 | 30 | | | 51 |
| Peak Hour Factor | 0.750 | 0.750 | | | 0.850 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 284 | 205 | | | 489 |
| Peak Hour | 16:45 | 14:30 | | | 12:00 |
| Peak Volume | 43 | 31 | | | 60 |
| Peak Hour Factor | 0.827 | 0.861 | | | 0.625 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 34 | 33 | | | 67 |
| Peak Hour | 7:30 | 7:45 | | | 7:30 |
| Peak Volume | 24 | 22 | | | 45 |
| Peak Hour Factor | 0.857 | 0.611 | | | 0.703 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 70 | 32 | | | 102 |
| Peak Hour | 16:45 | 16:30 | | | 16:45 |
| Peak Volume | 43 | 18 | | | 59 |
| Peak Hour Factor | 0.827 | 0.643 | | | 0.922 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Wakeman Ct

Day: Sunday
Date: 3/17/2024

City: Manassas
Project #: VA24_260055_001

### HOURLY BREAKDOWN — NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 1 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 3 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 2 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 0 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 3 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:00 | 2 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:00 | 1 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 12 | 252 | 54 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| % of Totals | 4% | 77% | 17% | 1% | 2% | | | | | | | | | 100% |

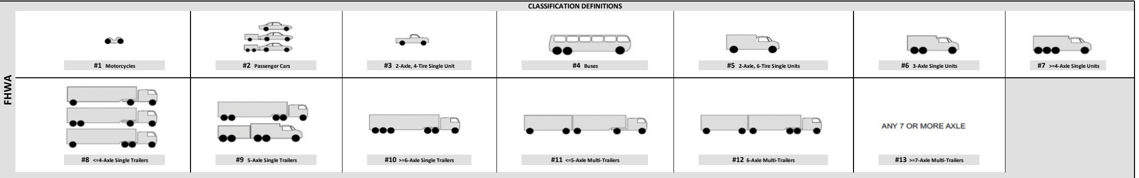
### HOURLY BREAKDOWN — SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 1 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 2 | 14 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 27 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 2 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 1 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 1 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 7 | 216 | 43 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % of Totals | 3% | 79% | 16% | | 3% | | | | | | | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 1 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:00 | 3 | 27 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 0 | 42 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 3 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:00 | 2 | 65 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 15:00 | 2 | 40 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 | 4 | 51 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 17:00 | 3 | 35 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 18:00 | 1 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 19:00 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:00 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 19 | 468 | 97 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| % of Totals | 3% | 78% | 16% | 0% | 2% | | | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS




### STATISTICS — NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 62 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| % | 0% | 19% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% |
| Peak Hour | 11:00 | 9:45 | 11:15 | 3:00 | 11:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 1 | 19 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:00 - 24:00 | 11 | 190 | 36 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| % | 3% | 58% | 11% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 74% |
| Peak Hour | 12:30 | 14:00 | 14:00 | 19:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 3 | 38 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 07:00 - 09:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % | 0% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% |
| Peak Hour | 7:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 5 | 45 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| % | 2% | 14% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 27 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |

### STATISTICS — SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 56 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| % | 1% | 21% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 11:00 | 11:45 | 11:00 | 0:00 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 21 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 - 24:00 | 4 | 160 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| % | 1% | 59% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 14:30 | 14:15 | 14:45 | 12:00 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 2 | 32 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:00 - 09:00 | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| % | 0% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 - 18:00 | 2 | 41 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | 1% | 15% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 27 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |

### STATISTICS — TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 118 | 37 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| % | 1% | 20% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 11:00 | 11:45 | 11:00 | 3:00 | 11:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 3 | 39 | 12 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:00 - 24:00 | 15 | 350 | 60 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 433 |
| % | 3% | 58% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 72% |
| Peak Hour | 14:30 | 14:00 | 14:45 | 19:30 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 4 | 65 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 07:00 - 09:00 | 0 | 19 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| % | 0% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:00 | 7:45 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 - 18:00 | 7 | 86 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| % | 1% | 14% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 51 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |

### 15-MINUTE BREAKDOWN — NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 12 | 252 | 54 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| % of Totals | 4% | 77% | 17% | 1% | 2% | | | | | | | | | 100% |

### 15-MINUTE BREAKDOWN — SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 7 | 216 | 43 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % of Totals | 3% | 79% | 16% | | 3% | | | | | | | | | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:45 | 3 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:30 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:45 | 2 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 1 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 1 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 1 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:45 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 19 | 468 | 97 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| % of Totals | 3% | 78% | 16% | 0% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 327 | 271 | 0 | 0 | 598 |

DAILY TOTALS

### 15-Minutes Interval

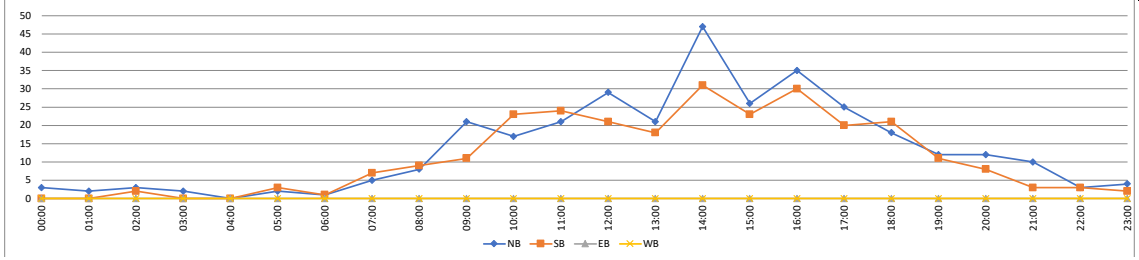
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 0 | | | 2 | 12:00 | 8 | 5 | | | 13 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 7 | 5 | | | 12 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 4 | 6 | | | 10 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 10 | 5 | | | 15 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 2 | 4 | | | 6 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 6 | 6 | | | 12 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 6 | 4 | | | 10 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 7 | 4 | | | 11 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 12 | 2 | | | 14 |
| 2:15 | 1 | 1 | | | 2 | 14:15 | 12 | 10 | | | 22 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 9 | 15 | | | 24 |
| 2:45 | 1 | 1 | | | 2 | 14:45 | 14 | 4 | | | 18 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 7 | | | 7 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 15 | 6 | | | 21 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 6 | 6 | | | 12 |
| 3:45 | 1 | 0 | | | 1 | 15:45 | 5 | 4 | | | 9 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 10 | 6 | | | 16 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 12 | 4 | | | 16 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 8 | 9 | | | 17 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 5 | 11 | | | 16 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 6 | 7 | | | 13 |
| 5:15 | 0 | 1 | | | 1 | 17:15 | 5 | 6 | | | 11 |
| 5:30 | 1 | 1 | | | 2 | 17:30 | 9 | 3 | | | 12 |
| 5:45 | 1 | 1 | | | 2 | 17:45 | 5 | 4 | | | 9 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 7 | 4 | | | 11 |
| 6:15 | 1 | 0 | | | 1 | 18:15 | 3 | 7 | | | 10 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 4 | 2 | | | 6 |
| 6:45 | 0 | 1 | | | 1 | 18:45 | 4 | 8 | | | 12 |
| 7:00 | 1 | 2 | | | 3 | 19:00 | 5 | 6 | | | 11 |
| 7:15 | 2 | 0 | | | 2 | 19:15 | 4 | 1 | | | 5 |
| 7:30 | 0 | 0 | | | 0 | 19:30 | 0 | 2 | | | 2 |
| 7:45 | 2 | 5 | | | 7 | 19:45 | 3 | 2 | | | 5 |
| 8:00 | 4 | 1 | | | 5 | 20:00 | 6 | 2 | | | 8 |
| 8:15 | 1 | 4 | | | 5 | 20:15 | 3 | 0 | | | 3 |
| 8:30 | 2 | 1 | | | 3 | 20:30 | 2 | 3 | | | 5 |
| 8:45 | 1 | 3 | | | 4 | 20:45 | 1 | 3 | | | 4 |
| 9:00 | 2 | 3 | | | 5 | 21:00 | 2 | 1 | | | 3 |
| 9:15 | 5 | 1 | | | 6 | 21:15 | 2 | 1 | | | 3 |
| 9:30 | 7 | 5 | | | 12 | 21:30 | 3 | 0 | | | 3 |
| 9:45 | 7 | 2 | | | 9 | 21:45 | 3 | 1 | | | 4 |
| 10:00 | 2 | 10 | | | 12 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 5 | 6 | | | 11 | 22:15 | 0 | 2 | | | 2 |
| 10:30 | 9 | 5 | | | 14 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 1 | 2 | | | 3 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 3 | 7 | | | 10 | 23:00 | 2 | 0 | | | 2 |
| 11:15 | 5 | 1 | | | 6 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 5 | 5 | | | 10 | 23:30 | 1 | 1 | | | 2 |
| 11:45 | 8 | 11 | | | 19 | 23:45 | 1 | 1 | | | 2 |
| TOTALS | 85 | 80 | 0 | 0 | 165 | TOTALS | 242 | 191 | 0 | 0 | 433 |
| SPLIT % | 52% | 48% | 0% | 0% | 28% | SPLIT % | 56% | 44% | 0% | 0% | 72% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 0 | | | 3 |
| 01:00 | 02:00 | 2 | 0 | | | 2 |
| 02:00 | 03:00 | 3 | 2 | | | 5 |
| 03:00 | 04:00 | 2 | 0 | | | 2 |
| 04:00 | 05:00 | 0 | 0 | | | 0 |
| 05:00 | 06:00 | 2 | 3 | | | 5 |
| 06:00 | 07:00 | 1 | 1 | | | 2 |
| 07:00 | 08:00 | 5 | 7 | | | 12 |
| 08:00 | 09:00 | 8 | 9 | | | 17 |
| 09:00 | 10:00 | 21 | 11 | | | 32 |
| 10:00 | 11:00 | 17 | 23 | | | 40 |
| 11:00 | 12:00 | 21 | 24 | | | 45 |
| 12:00 | 13:00 | 29 | 21 | | | 50 |
| 13:00 | 14:00 | 21 | 18 | | | 39 |
| 14:00 | 15:00 | 47 | 31 | | | 78 |
| 15:00 | 16:00 | 26 | 23 | | | 49 |
| 16:00 | 17:00 | 35 | 30 | | | 65 |
| 17:00 | 18:00 | 25 | 20 | | | 45 |
| 18:00 | 19:00 | 18 | 21 | | | 39 |
| 19:00 | 20:00 | 12 | 11 | | | 23 |
| 20:00 | 21:00 | 12 | 8 | | | 20 |
| 21:00 | 22:00 | 10 | 3 | | | 13 |
| 22:00 | 23:00 | 3 | 3 | | | 6 |
| 23:00 | 00:00 | 4 | 2 | | | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 85 | 80 | | | 165 |
| Peak Hour | 9:45 | 11:00 | | | 9:45 |
| Peak Volume | 23 | 24 | | | 46 |
| Peak Hour Factor | 0.639 | 0.545 | | | 0.821 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 242 | 191 | | | 433 |
| Peak Hour | 14:00 | 14:15 | | | 14:00 |
| Peak Volume | 47 | 36 | | | 78 |
| Peak Hour Factor | 0.839 | 0.600 | | | 0.813 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 13 | 16 | | | 29 |
| Peak Hour | 7:45 | 7:45 | | | 7:45 |
| Peak Volume | 9 | 11 | | | 20 |
| Peak Hour Factor | 0.563 | 0.550 | | | 0.714 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 60 | 50 | | | 110 |
| Peak Hour | 16:00 | 16:30 | | | 16:00 |
| Peak Volume | 35 | 33 | | | 65 |
| Peak Hour Factor | 0.729 | 0.750 | | | 0.956 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Saturday **Date:** 3/9/2024

**City:** Manassas **Project #:** VA24_260055_001

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 2 | 3 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 3 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 1 | 3 | 10 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:00 | 1 | 3 | 4 | 5 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 1 | 10 | 7 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 1 | 8 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 0 | 2 | 10 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 0 | 2 | 1 | 7 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 1 | 0 | 7 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 0 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 0 | 1 | 2 | 7 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 1 | 1 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 1 | 4 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 22 | 64 | 82 | 62 | 29 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 280 |
| % of Totals | 1% | 8% | 23% | 29% | 22% | 10% | 4% | 2% | | | | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 3 | 4 | 6 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 1 | 2 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 1 | 3 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 0 | 3 | 4 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 0 | 1 | 2 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 4 | 5 | 3 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 1 | 1 | 9 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 2 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 19 | 35 | 45 | 62 | 37 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| % of Totals | 1% | 9% | 16% | 21% | 29% | 17% | 7% | | | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 1 | 0 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 5 | 7 | 14 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 4 | 4 | 2 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 1 | 4 | 13 | 5 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 1 | 3 | 7 | 9 | 21 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:00 | 0 | 2 | 12 | 12 | 9 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 | 0 | 5 | 13 | 10 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 0 | 1 | 3 | 19 | 14 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 0 | 3 | 2 | 9 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:00 | 1 | 1 | 9 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 0 | 0 | 8 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 0 | 3 | 4 | 8 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:00 | 1 | 3 | 1 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 3 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 1 | 4 | 4 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 6 | 41 | 99 | 127 | 124 | 66 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 495 |
| % of Totals | 1% | 8% | 20% | 26% | 25% | 13% | 5% | 1% | | | | | | 100% |

### STATISTICS

NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 12 | 32 | 30 | 23 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 121 |
| % | 1% | 4% | 11% | 11% | 8% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| Peak Hour | 6:00 | 7:30 | 11:30 | 11:45 | 9:45 | 9:45 | 9:45 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:45 |
| Peak Volume | 1 | 4 | 13 | 9 | 7 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:00 - 24:00 | 1 | 10 | 32 | 52 | 39 | 15 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 159 |
| % | 0% | 4% | 11% | 19% | 14% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 57% |
| Peak Hour | 14:15 | 13:15 | 15:30 | 12:15 | 12:30 | 17:00 | 13:00 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 17:00 |
| Peak Volume | 1 | 2 | 9 | 10 | 9 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 07:00 - 09:00 | 0 | 5 | 5 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | 0% | 2% | 2% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 4 | 3 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 - 18:00 | 0 | 1 | 6 | 9 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| % | 0% | 0% | 2% | 3% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 17:00 | 16:45 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 1 | 4 | 7 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 7 | 18 | 18 | 34 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| % | 0% | 3% | 6% | 6% | 12% | 7% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 0:00 | 7:30 | 9:30 | 11:15 | 9:30 | 9:45 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:45 |
| Peak Volume | 0 | 4 | 6 | 7 | 16 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:00 - 24:00 | 2 | 12 | 17 | 27 | 28 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| % | 1% | 4% | 6% | 10% | 10% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 39% |
| Peak Hour | 18:00 | 12:00 | 15:30 | 13:00 | 12:15 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 4 | 6 | 9 | 10 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 - 09:00 | 0 | 4 | 6 | 6 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| % | 0% | 1% | 2% | 2% | 1% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:30 | 7:15 | 7:00 | 8:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 4 | 5 | 6 | 3 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 - 18:00 | 0 | 2 | 6 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| % | 0% | 1% | 2% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 2 | 4 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 19 | 50 | 48 | 57 | 33 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 227 |
| % | 1% | 7% | 18% | 17% | 20% | 12% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 81% |
| Peak Hour | 6:00 | 7:30 | 11:45 | 7:00 | 9:45 | 9:45 | 7:30 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:45 |
| Peak Volume | 1 | 8 | 19 | 14 | 23 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 3 | 22 | 49 | 79 | 67 | 33 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 268 |
| % | 1% | 8% | 18% | 28% | 24% | 12% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 96% |
| Peak Hour | 14:15 | 12:00 | 15:30 | 13:00 | 12:15 | 17:00 | 12:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 5 | 15 | 19 | 17 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 07:00 - 09:00 | 0 | 9 | 11 | 16 | 10 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| % | 0% | 3% | 4% | 6% | 4% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 7:00 | 7:30 | 7:00 | 7:00 | 8:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 8 | 7 | 14 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 - 18:00 | 0 | 3 | 12 | 12 | 16 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| % | 0% | 1% | 4% | 4% | 6% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 17:00 | 16:30 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 3 | 8 | 8 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | 21 | 28 | 28 | 36 | 41 | 280 |
| SOUTHBOUND | 22 | 31 | 30 | 38 | 41 | 215 |
| TOTALS | 21 | 29 | 29 | 37 | 41 | 495 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 1 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 1 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 2 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 1 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 0 | 5 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 1 | 1 | 3 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 1 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 22 | 64 | 82 | 62 | 29 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 280 |
| % of Totals | 1% | 8% | 23% | 29% | 22% | 10% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 1 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 2 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 2 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:15 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 19 | 35 | 45 | 62 | 37 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| % of Totals | 1% | 9% | 16% | 21% | 29% | 17% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 4 | 1 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 1 | 1 | 10 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 1 | 3 | 1 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:15 | 0 | 0 | 3 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 1 | 1 | 2 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 0 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 1 | 6 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 1 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 3 | 4 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 0 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 0 | 0 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 0 | 1 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 1 | 1 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 1 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 1 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:15 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 2 | 1 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 2 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 6 | 41 | 99 | 127 | 124 | 66 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 495 |
| % of Totals | 1% | 8% | 20% | 26% | 25% | 13% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 280 | 215 | 0 | 0 | 495 |

DAILY TOTALS

### 15-Minutes Interval

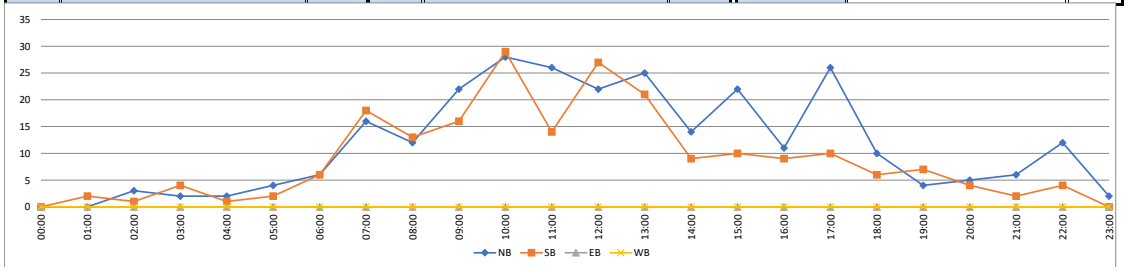
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 4 | 8 | | | 12 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 9 | 9 | | | 18 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 4 | 6 | | | 10 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 5 | 4 | | | 9 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 7 | 4 | | | 11 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 7 | 3 | | | 10 |
| 1:30 | 0 | 2 | | | 2 | 13:30 | 4 | 6 | | | 10 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 7 | 8 | | | 15 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 6 | 3 | | | 9 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 4 | 4 | | | 8 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 1 | 1 | | | 2 |
| 2:45 | 1 | 0 | | | 1 | 14:45 | 3 | 1 | | | 4 |
| 3:00 | 0 | 2 | | | 2 | 15:00 | 3 | 1 | | | 4 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 1 | 4 | | | 5 |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 10 | 4 | | | 14 |
| 3:45 | 0 | 2 | | | 2 | 15:45 | 8 | 1 | | | 9 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 2 | 5 | | | 7 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 2 | 2 | | | 4 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 4 | 1 | | | 5 |
| 4:45 | 2 | 1 | | | 3 | 16:45 | 3 | 1 | | | 4 |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 14 | 3 | | | 17 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 2 | 5 | | | 7 |
| 5:30 | 0 | 1 | | | 1 | 17:30 | 2 | 2 | | | 4 |
| 5:45 | 1 | 1 | | | 2 | 17:45 | 8 | 0 | | | 8 |
| 6:00 | 1 | 2 | | | 3 | 18:00 | 7 | 2 | | | 9 |
| 6:15 | 1 | 1 | | | 2 | 18:15 | 1 | 0 | | | 1 |
| 6:30 | 2 | 3 | | | 5 | 18:30 | 1 | 2 | | | 3 |
| 6:45 | 2 | 0 | | | 2 | 18:45 | 1 | 2 | | | 3 |
| 7:00 | 4 | 2 | | | 6 | 19:00 | 1 | 0 | | | 1 |
| 7:15 | 4 | 3 | | | 7 | 19:15 | 1 | 1 | | | 2 |
| 7:30 | 5 | 8 | | | 13 | 19:30 | 0 | 4 | | | 4 |
| 7:45 | 3 | 5 | | | 8 | 19:45 | 2 | 2 | | | 4 |
| 8:00 | 2 | 3 | | | 5 | 20:00 | 2 | 1 | | | 3 |
| 8:15 | 3 | 5 | | | 8 | 20:15 | 0 | 0 | | | 0 |
| 8:30 | 3 | 3 | | | 6 | 20:30 | 2 | 2 | | | 4 |
| 8:45 | 4 | 2 | | | 6 | 20:45 | 1 | 1 | | | 2 |
| 9:00 | 3 | 2 | | | 5 | 21:00 | 1 | 0 | | | 1 |
| 9:15 | 2 | 1 | | | 3 | 21:15 | 0 | 1 | | | 1 |
| 9:30 | 7 | 4 | | | 11 | 21:30 | 1 | 1 | | | 2 |
| 9:45 | 10 | 9 | | | 19 | 21:45 | 4 | 0 | | | 4 |
| 10:00 | 9 | 9 | | | 18 | 22:00 | 6 | 2 | | | 8 |
| 10:15 | 9 | 9 | | | 18 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 8 | 7 | | | 15 | 22:30 | 3 | 2 | | | 5 |
| 10:45 | 2 | 4 | | | 6 | 22:45 | 3 | 0 | | | 3 |
| 11:00 | 4 | 1 | | | 5 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 5 | 6 | | | 11 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 5 | 2 | | | 7 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 12 | 5 | | | 17 | 23:45 | 1 | 0 | | | 1 |
| TOTALS | 121 | 106 | 0 | 0 | 227 | TOTALS | 159 | 109 | 0 | 0 | 268 |
| SPLIT % | 53% | 47% | 0% | 0% | 46% | SPLIT % | 59% | 41% | 0% | 0% | 54% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 0 | | | 0 |
| 01:00 | 02:00 | 0 | 2 | | | 2 |
| 02:00 | 03:00 | 3 | 1 | | | 4 |
| 03:00 | 04:00 | 2 | 4 | | | 6 |
| 04:00 | 05:00 | 2 | 1 | | | 3 |
| 05:00 | 06:00 | 4 | 2 | | | 6 |
| 06:00 | 07:00 | 6 | 6 | | | 12 |
| 07:00 | 08:00 | 16 | 18 | | | 34 |
| 08:00 | 09:00 | 12 | 13 | | | 25 |
| 09:00 | 10:00 | 22 | 16 | | | 38 |
| 10:00 | 11:00 | 28 | 29 | | | 57 |
| 11:00 | 12:00 | 26 | 14 | | | 40 |
| 12:00 | 13:00 | 22 | 27 | | | 49 |
| 13:00 | 14:00 | 25 | 21 | | | 46 |
| 14:00 | 15:00 | 14 | 9 | | | 23 |
| 15:00 | 16:00 | 22 | 10 | | | 32 |
| 16:00 | 17:00 | 11 | 9 | | | 20 |
| 17:00 | 18:00 | 26 | 10 | | | 36 |
| 18:00 | 19:00 | 10 | 6 | | | 16 |
| 19:00 | 20:00 | 4 | 7 | | | 11 |
| 20:00 | 21:00 | 5 | 4 | | | 9 |
| 21:00 | 22:00 | 6 | 2 | | | 8 |
| 22:00 | 23:00 | 12 | 4 | | | 16 |
| 23:00 | 00:00 | 2 | 0 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 121 | 106 | | | 227 |
| Peak Hour | 9:45 | 9:45 | | | 9:45 |
| Peak Volume | 36 | 34 | | | 70 |
| Peak Hour Factor | 0.900 | 0.944 | | | 0.921 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 159 | 109 | | | 268 |
| Peak Hour | 17:00 | 12:00 | | | 12:00 |
| Peak Volume | 26 | 27 | | | 49 |
| Peak Hour Factor | 0.464 | 0.750 | | | 0.681 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 28 | 31 | | | 59 |
| Peak Hour | 7:00 | 7:30 | | | 7:00 |
| Peak Volume | 16 | 21 | | | 34 |
| Peak Hour Factor | 0.800 | 0.656 | | | 0.654 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 37 | 19 | | | 56 |
| Peak Hour | 17:00 | 16:45 | | | 17:00 |
| Peak Volume | 26 | 11 | | | 36 |
| Peak Hour Factor | 0.464 | 0.550 | | | 0.529 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_001

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | |
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 2 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 2 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 2 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 4 | 2 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 1 | 1 | 2 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 2 | 9 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 0 | 5 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 6 | 11 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 1 | 2 | 4 | 6 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 1 | 6 | 9 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 3 | 10 | 15 | 5 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 13:00 | 1 | 3 | 6 | 5 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 2 | 3 | 3 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 5 | 9 | 8 | 7 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:00 | 0 | 3 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 2 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 5 | 8 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 0 | 5 | 5 | 17 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 2 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 7 | 9 | 21 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 16:00 | 0 | 3 | 3 | 6 | 7 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 5 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 8 | 8 | 8 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 2 | 6 | 8 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 8 | 10 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 18:00 | 0 | 1 | 2 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 9 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 3 | 11 | 6 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 19:00 | 0 | 0 | 3 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 4 | 8 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 20:00 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 1 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 4 | 25 | 48 | 76 | 59 | 32 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 263 | 1 | 13 | 42 | 58 | 62 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 5 | 38 | 90 | 134 | 121 | 66 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 479 |
| % of Totals | 2% | 10% | 18% | 29% | 22% | 12% | 6% | 2% | | | | | | 100% | 0% | 6% | 19% | 27% | 29% | 16% | 3% | | | | | | | 100% | 1% | 8% | 19% | 28% | 25% | 14% | 4% | 1% | | | | | | 100% |

### STATISTICS

| | NB 5 | NB 15 | NB 20 | NB 25 | NB 30 | NB 35 | NB 40 | NB 45 | NB 50 | NB 55 | NB 60 | NB 65 | NB 70 | NB Total | SB 5 | SB 15 | SB 20 | SB 25 | SB 30 | SB 35 | SB 40 | SB 45 | SB 50 | SB 55 | SB 60 | SB 65 | SB 70 | SB Total | TOT 5 | TOT 15 | TOT 20 | TOT 25 | TOT 30 | TOT 35 | TOT 40 | TOT 45 | TOT 50 | TOT 55 | TOT 60 | TOT 65 | TOT 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 3 | 12 | 19 | 16 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 3 | 6 | 17 | 29 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 1 | 6 | 18 | 36 | 45 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| % | 0% | 1% | 5% | 7% | 6% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 24% | 0% | 1% | 2% | 6% | 11% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 2% | 7% | 14% | 17% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 10:00 | 11:45 | 10:45 | 10:15 | 10:30 | 8:15 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:30 | 11:15 | 8:45 | 11:45 | 11:45 | 9:00 | 10:45 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:15 | 8:45 | 11:45 | 11:30 | 10:30 | 11:45 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 2 | 5 | 7 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 3 | 5 | 8 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 3 | 10 | 12 | 12 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:00 - 24:00 | 3 | 22 | 36 | 57 | 43 | 25 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 200 | 1 | 10 | 36 | 41 | 33 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 4 | 32 | 72 | 98 | 76 | 49 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 349 |
| % | 1% | 8% | 14% | 22% | 16% | 10% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 76% | 0% | 4% | 14% | 16% | 13% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 57% | 2% | 12% | 27% | 37% | 29% | 19% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 133% |
| Peak Hour | 12:00 | 13:30 | 13:00 | 15:00 | 15:15 | 12:15 | 12:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 | 12:00 | 13:15 | 18:00 | 12:15 | 12:30 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 12:00 | 13:15 | 15:15 | 15:00 | 15:15 | 12:15 | 12:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 1 | 5 | 6 | 17 | 10 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 3 | 9 | 10 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 7 | 12 | 21 | 14 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 55 |
| 07:00 - 09:00 | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 2 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 4 | 7 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| % | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 1% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 1% | 2% | 3% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:45 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:30 | 7:45 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 3 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 - 18:00 | 0 | 5 | 9 | 14 | 14 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 7 | 4 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 5 | 16 | 18 | 16 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| % | 0% | 2% | 3% | 5% | 5% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 21% | 0% | 0% | 3% | 2% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 2% | 6% | 7% | 6% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 3 | 6 | 8 | 10 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 5 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 8 | 11 | 11 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 21 | 29 | 29 | 37 | 42 | 263 |
| SOUTHBOUND | 22 | 29 | 29 | 36 | 39 | 216 |
| TOTALS | 22 | 29 | 29 | 36 | 40 | 479 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 6 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 1 | 0 | 2 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 3 | 2 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 4 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 2 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 3 | 1 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 1 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 1 | 0 | 2 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 3 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:00 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 5 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:15 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 25 | 48 | 76 | 59 | 32 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 263 | 1 | 13 | 42 | 58 | 62 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 5 | 38 | 90 | 134 | 121 | 66 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 479 |
| % of Totals | 2% | 10% | 18% | 29% | 22% | 12% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 6% | 19% | 27% | 29% | 16% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 1% | 8% | 19% | 28% | 25% | 14% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 263 | 216 | 0 | 0 | 479 |

DAILY TOTALS

### 15-Minutes Interval

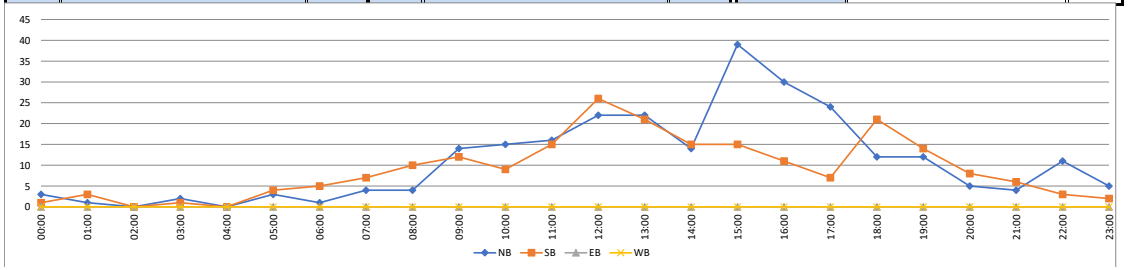
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 4 | 5 | | | 9 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 4 | 5 | | | 9 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 7 | 8 | | | 15 |
| 0:45 | 2 | 0 | | | 2 | 12:45 | 7 | 8 | | | 15 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 9 | 7 | | | 16 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 1 | 7 | | | 8 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 3 | 2 | | | 5 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 9 | 5 | | | 14 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 6 | 8 | | | 14 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 3 | 3 | | | 6 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 0 | 3 | | | 3 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 5 | 1 | | | 6 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 4 | 4 | | | 8 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 16 | 4 | | | 20 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 10 | 4 | | | 14 |
| 3:45 | 1 | 1 | | | 2 | 15:45 | 9 | 3 | | | 12 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 2 | 6 | | | 8 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 9 | 2 | | | 11 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 3 | 0 | | | 3 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 16 | 3 | | | 19 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 5 | 1 | | | 6 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 7 | 1 | | | 8 |
| 5:30 | 1 | 0 | | | 1 | 17:30 | 8 | 3 | | | 11 |
| 5:45 | 2 | 4 | | | 6 | 17:45 | 4 | 2 | | | 6 |
| 6:00 | 1 | 0 | | | 1 | 18:00 | 4 | 11 | | | 15 |
| 6:15 | 0 | 0 | | | 0 | 18:15 | 5 | 3 | | | 8 |
| 6:30 | 0 | 3 | | | 3 | 18:30 | 3 | 3 | | | 6 |
| 6:45 | 0 | 2 | | | 2 | 18:45 | 0 | 4 | | | 4 |
| 7:00 | 1 | 2 | | | 3 | 19:00 | 5 | 4 | | | 9 |
| 7:15 | 0 | 1 | | | 1 | 19:15 | 5 | 3 | | | 8 |
| 7:30 | 3 | 3 | | | 6 | 19:30 | 0 | 6 | | | 6 |
| 7:45 | 0 | 1 | | | 1 | 19:45 | 2 | 1 | | | 3 |
| 8:00 | 0 | 2 | | | 2 | 20:00 | 0 | 2 | | | 2 |
| 8:15 | 2 | 3 | | | 5 | 20:15 | 2 | 1 | | | 3 |
| 8:30 | 1 | 2 | | | 3 | 20:30 | 0 | 2 | | | 2 |
| 8:45 | 1 | 3 | | | 4 | 20:45 | 3 | 3 | | | 6 |
| 9:00 | 9 | 3 | | | 12 | 21:00 | 0 | 3 | | | 3 |
| 9:15 | 0 | 4 | | | 4 | 21:15 | 1 | 0 | | | 1 |
| 9:30 | 0 | 1 | | | 1 | 21:30 | 1 | 1 | | | 2 |
| 9:45 | 5 | 4 | | | 9 | 21:45 | 2 | 2 | | | 4 |
| 10:00 | 1 | 2 | | | 3 | 22:00 | 5 | 2 | | | 7 |
| 10:15 | 2 | 2 | | | 4 | 22:15 | 2 | 1 | | | 3 |
| 10:30 | 6 | 2 | | | 8 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 6 | 3 | | | 9 | 22:45 | 3 | 0 | | | 3 |
| 11:00 | 4 | 5 | | | 9 | 23:00 | 1 | 2 | | | 3 |
| 11:15 | 5 | 1 | | | 6 | 23:15 | 4 | 0 | | | 4 |
| 11:30 | 4 | 3 | | | 7 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 3 | 6 | | | 9 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 63 | 67 | 0 | 0 | 130 | TOTALS | 200 | 149 | 0 | 0 | 349 |
| SPLIT % | 48% | 52% | 0% | 0% | 27% | SPLIT % | 57% | 43% | 0% | 0% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 1 | | | 4 |
| 01:00 | 02:00 | 1 | 3 | | | 4 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 2 | 1 | | | 3 |
| 04:00 | 05:00 | 0 | 0 | | | 0 |
| 05:00 | 06:00 | 3 | 4 | | | 7 |
| 06:00 | 07:00 | 1 | 5 | | | 6 |
| 07:00 | 08:00 | 4 | 7 | | | 11 |
| 08:00 | 09:00 | 4 | 10 | | | 14 |
| 09:00 | 10:00 | 14 | 12 | | | 26 |
| 10:00 | 11:00 | 15 | 9 | | | 24 |
| 11:00 | 12:00 | 16 | 15 | | | 31 |
| 12:00 | 13:00 | 22 | 26 | | | 48 |
| 13:00 | 14:00 | 22 | 21 | | | 43 |
| 14:00 | 15:00 | 14 | 15 | | | 29 |
| 15:00 | 16:00 | 39 | 15 | | | 54 |
| 16:00 | 17:00 | 30 | 11 | | | 41 |
| 17:00 | 18:00 | 24 | 7 | | | 31 |
| 18:00 | 19:00 | 12 | 21 | | | 33 |
| 19:00 | 20:00 | 12 | 14 | | | 26 |
| 20:00 | 21:00 | 5 | 8 | | | 13 |
| 21:00 | 22:00 | 4 | 6 | | | 10 |
| 22:00 | 23:00 | 11 | 3 | | | 14 |
| 23:00 | 00:00 | 5 | 2 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 63 | 67 | | | 130 |
| Peak Hour | 10:30 | 11:00 | | | 10:30 |
| Peak Volume | 21 | 15 | | | 32 |
| Peak Hour Factor | 0.875 | 0.625 | | | 0.889 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 200 | 149 | | | 349 |
| Peak Hour | 15:00 | 12:30 | | | 12:15 |
| Peak Volume | 39 | 30 | | | 55 |
| Peak Hour Factor | 0.609 | 0.938 | | | 0.859 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 8 | 17 | | | 25 |
| Peak Hour | 7:30 | 8:00 | | | 7:30 |
| Peak Volume | 5 | 10 | | | 14 |
| Peak Hour Factor | 0.417 | 0.833 | | | 0.583 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 54 | 18 | | | 72 |
| Peak Hour | 16:45 | 16:00 | | | 16:45 |
| Peak Volume | 36 | 11 | | | 44 |
| Peak Hour Factor | 0.563 | 0.458 | | | 0.579 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_001

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | |
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 3 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 7 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 1 | 5 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 2 | 8 | 6 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 3 | 13 | 13 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 7:00 | 0 | 4 | 14 | 12 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 5 | 5 | 9 | 19 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 2 | 9 | 19 | 21 | 26 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 101 |
| 8:00 | 2 | 5 | 8 | 11 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 5 | 5 | 14 | 21 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 2 | 10 | 13 | 25 | 29 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 9:00 | 0 | 2 | 16 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 3 | 4 | 10 | 13 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 5 | 20 | 18 | 20 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 10:00 | 0 | 2 | 16 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 6 | 8 | 11 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 8 | 24 | 16 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 11:00 | 1 | 7 | 10 | 18 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 0 | 8 | 12 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 7 | 18 | 30 | 24 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 12:00 | 1 | 5 | 18 | 17 | 12 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 3 | 10 | 15 | 21 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 8 | 28 | 32 | 33 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 13:00 | 0 | 7 | 13 | 7 | 16 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 8 | 5 | 9 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 15 | 18 | 16 | 29 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 97 |
| 14:00 | 0 | 7 | 11 | 17 | 7 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 4 | 15 | 12 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 11 | 26 | 29 | 14 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 97 |
| 15:00 | 2 | 5 | 19 | 19 | 10 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 5 | 7 | 8 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 10 | 26 | 27 | 17 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 103 |
| 16:00 | 0 | 4 | 25 | 29 | 22 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 3 | 4 | 13 | 13 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 3 | 8 | 38 | 42 | 40 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 17:00 | 0 | 4 | 22 | 29 | 29 | 15 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 110 | 1 | 5 | 17 | 11 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 9 | 39 | 40 | 37 | 20 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 158 |
| 18:00 | 0 | 1 | 20 | 24 | 8 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 9 | 20 | 12 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 10 | 40 | 36 | 14 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 19:00 | 1 | 3 | 13 | 19 | 9 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 3 | 7 | 4 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 6 | 20 | 23 | 17 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 80 |
| 20:00 | 0 | 1 | 7 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 5 | 19 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 6 | 26 | 21 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 21:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Totals | 7 | 61 | 228 | 245 | 166 | 105 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 851 | 11 | 72 | 163 | 164 | 187 | 111 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 733 | 18 | 133 | 391 | 409 | 353 | 216 | 53 | 11 | 0 | 0 | 0 | 0 | 0 | 1,584 |
| % of Totals | 1% | 7% | 27% | 29% | 20% | 12% | 4% | 1% | | | | | | 100% | 2% | 10% | 22% | 22% | 26% | 15% | 3% | 1% | | | | | | 100% | 1% | 8% | 25% | 26% | 22% | 14% | 3% | 1% | | | | | | 100% |

### STATISTICS

| | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 24 | 75 | 64 | 47 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 5 | 23 | 44 | 67 | 94 | 64 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 313 | 8 | 47 | 119 | 131 | 141 | 87 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 552 |
| % | 0% | 3% | 9% | 8% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 1% | 3% | 5% | 8% | 11% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 37% | 1% | 6% | 14% | 15% | 17% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 7:45 | 7:45 | 9:15 | 11:00 | 11:15 | 8:30 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 6:45 | 7:15 | 11:45 | 11:30 | 11:45 | 8:15 | 7:30 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 | 6:45 | 7:15 | 11:45 | 11:30 | 11:45 | 8:15 | 8:45 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 7 | 20 | 18 | 12 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 2 | 9 | 12 | 19 | 22 | 22 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 72 | 2 | 15 | 30 | 36 | 34 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 121 |
| 12:00 - 24:00 | 4 | 37 | 153 | 181 | 119 | 82 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 612 | 6 | 49 | 119 | 97 | 93 | 47 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 420 | 10 | 86 | 272 | 278 | 212 | 129 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 1032 |
| % | 0% | 4% | 18% | 21% | 14% | 10% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 72% | 1% | 6% | 14% | 11% | 11% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 49% | 1% | 10% | 32% | 33% | 25% | 15% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 121% |
| Peak Hour | 14:15 | 13:30 | 15:45 | 16:30 | 16:45 | 16:45 | 16:45 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 | 16:00 | 18:00 | 17:15 | 16:15 | 12:00 | 13:15 | 17:30 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 | 16:00 | 13:00 | 16:30 | 16:30 | 16:30 | 16:45 | 16:45 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 2 | 9 | 27 | 33 | 31 | 24 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 126 | 3 | 9 | 20 | 16 | 21 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 15 | 40 | 47 | 45 | 28 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:00 - 09:00 | 2 | 9 | 22 | 23 | 15 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 2 | 10 | 10 | 23 | 40 | 31 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 124 | 4 | 19 | 32 | 46 | 55 | 42 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 208 |
| % | 0% | 1% | 3% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 1% | 1% | 3% | 5% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 2% | 4% | 5% | 6% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 7:45 | 7:45 | 7:00 | 7:15 | 8:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:15 | 7:15 | 7:45 | 7:30 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:15 | 7:15 | 7:15 | 8:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 2 | 7 | 14 | 15 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 2 | 9 | 7 | 15 | 21 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 72 | 2 | 15 | 21 | 28 | 29 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:00 - 18:00 | 0 | 8 | 47 | 58 | 51 | 35 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 216 | 4 | 9 | 30 | 24 | 26 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 4 | 17 | 77 | 82 | 77 | 44 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 320 |
| % | 0% | 1% | 6% | 7% | 6% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 1% | 4% | 3% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 2% | 9% | 10% | 9% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:30 | 16:45 | 16:45 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:45 | 16:30 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:45 | 16:30 | 16:30 | 16:30 | 16:45 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 6 | 25 | 33 | 31 | 24 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 126 | 3 | 6 | 19 | 16 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 12 | 40 | 47 | 45 | 28 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 183 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 21 | 28 | 28 | 36 | 40 | 851 |
| SOUTHBOUND | 21 | 29 | 28 | 36 | 39 | 733 |
| TOTALS | 21 | 28 | 28 | 36 | 40 | 1584 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 5 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 2 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 4 | 1 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:15 | 0 | 1 | 4 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 1 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 2 | 6 | 9 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:30 | 0 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 2 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 3 | 6 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 1 | 4 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 3 | 6 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 2 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 3 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 6 | 6 | 8 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:15 | 1 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 2 | 6 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 2 | 1 | 4 | 8 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:30 | 1 | 2 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 2 | 3 | 7 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:45 | 0 | 0 | 2 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 3 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 3 | 6 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 4 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 4 | 5 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:15 | 0 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 2 | 1 | 1 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 2 | 7 | 3 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 9:30 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 5 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:45 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 4 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 6 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:15 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 2 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 3 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 1 | 3 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 3 | 2 | 11 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 | 0 | 2 | 3 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 4 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 2 | 7 | 8 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 2 | 6 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 7 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:15 | 0 | 0 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 3 | 5 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 5 | 9 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:30 | 0 | 3 | 7 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 11 | 8 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:45 | 1 | 0 | 3 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 5 | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 2 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 7 | 2 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:15 | 0 | 1 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 2 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 4 | 2 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:30 | 0 | 3 | 4 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 4 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 5 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 3 | 2 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 2 | 3 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 1 | 2 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 7 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 9 | 6 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 4 | 7 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:30 | 0 | 1 | 3 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 4 | 6 | 8 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:45 | 0 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 7 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 2 | 2 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 3 | 3 | 7 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 0 | 5 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 8 | 9 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:30 | 0 | 0 | 4 | 5 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 6 | 7 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:45 | 0 | 3 | 7 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 9 | 4 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 2 | 8 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 9 | 8 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:15 | 0 | 0 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 9 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 0 | 7 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 2 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 9 | 13 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:45 | 0 | 2 | 5 | 11 | 9 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 2 | 1 | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 3 | 11 | 14 | 10 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 17:00 | 0 | 2 | 4 | 6 | 9 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 8 | 10 | 13 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:15 | 0 | 1 | 5 | 7 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 7 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 4 | 12 | 10 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:30 | 0 | 1 | 7 | 6 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 2 | 9 | 7 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:45 | 0 | 0 | 6 | 10 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 4 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 13 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 0 | 1 | 8 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 7 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 8 | 12 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:15 | 0 | 1 | 10 | 8 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 3 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 12 | 10 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:30 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 6 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 7 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 2 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 2 | 14 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 0 | 3 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:15 | 0 | 0 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 4 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:30 | 1 | 3 | 3 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 5 | 8 | 3 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:45 | 0 | 0 | 3 | 6 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 6 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:15 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:30 | 0 | 0 | 3 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 10 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:45 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 7 | 61 | 228 | 245 | 166 | 105 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 851 | 11 | 72 | 163 | 164 | 187 | 111 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 733 | 18 | 133 | 391 | 409 | 353 | 216 | 53 | 11 | 0 | 0 | 0 | 0 | 0 | 1,584 |
| % of Totals | 1% | 7% | 27% | 29% | 20% | 12% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 100% | 2% | 10% | 22% | 22% | 26% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% | 1% | 8% | 25% | 26% | 22% | 14% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 851 | 733 | 0 | 0 | 1,584 |

DAILY TOTALS

### 15-Minutes Interval

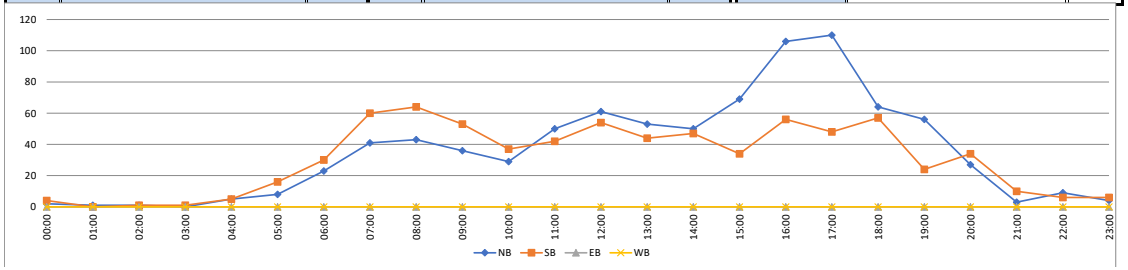
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 2 | | | 3 | 12:00 | 16 | 13 | | | 29 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 9 | 19 | | | 28 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 22 | 11 | | | 33 |
| 0:45 | 0 | 1 | | | 1 | 12:45 | 14 | 11 | | | 25 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 12 | 14 | | | 26 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 9 | 10 | | | 19 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 19 | 12 | | | 31 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 13 | 8 | | | 21 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 12 | 14 | | | 26 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 9 | 10 | | | 19 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 15 | 13 | | | 28 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 14 | 10 | | | 24 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 16 | 9 | | | 25 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 16 | 11 | | | 27 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 17 | 7 | | | 24 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 20 | 7 | | | 27 |
| 4:00 | 2 | 0 | | | 2 | 16:00 | 25 | 13 | | | 38 |
| 4:15 | 2 | 2 | | | 4 | 16:15 | 10 | 13 | | | 23 |
| 4:30 | 1 | 2 | | | 3 | 16:30 | 25 | 16 | | | 41 |
| 4:45 | 0 | 1 | | | 1 | 16:45 | 46 | 14 | | | 60 |
| 5:00 | 2 | 3 | | | 5 | 17:00 | 29 | 13 | | | 42 |
| 5:15 | 4 | 4 | | | 8 | 17:15 | 22 | 18 | | | 40 |
| 5:30 | 0 | 4 | | | 4 | 17:30 | 29 | 7 | | | 36 |
| 5:45 | 2 | 5 | | | 7 | 17:45 | 30 | 10 | | | 40 |
| 6:00 | 6 | 6 | | | 12 | 18:00 | 17 | 20 | | | 37 |
| 6:15 | 5 | 7 | | | 12 | 18:15 | 25 | 11 | | | 36 |
| 6:30 | 5 | 7 | | | 12 | 18:30 | 3 | 11 | | | 14 |
| 6:45 | 7 | 10 | | | 17 | 18:45 | 19 | 15 | | | 34 |
| 7:00 | 6 | 14 | | | 20 | 19:00 | 16 | 4 | | | 20 |
| 7:15 | 15 | 12 | | | 27 | 19:15 | 9 | 8 | | | 17 |
| 7:30 | 12 | 13 | | | 25 | 19:30 | 17 | 10 | | | 27 |
| 7:45 | 8 | 21 | | | 29 | 19:45 | 14 | 2 | | | 16 |
| 8:00 | 11 | 20 | | | 31 | 20:00 | 2 | 10 | | | 12 |
| 8:15 | 8 | 18 | | | 26 | 20:15 | 7 | 5 | | | 12 |
| 8:30 | 12 | 11 | | | 23 | 20:30 | 12 | 11 | | | 23 |
| 8:45 | 12 | 15 | | | 27 | 20:45 | 6 | 8 | | | 14 |
| 9:00 | 7 | 19 | | | 26 | 21:00 | 1 | 5 | | | 6 |
| 9:15 | 11 | 17 | | | 28 | 21:15 | 0 | 1 | | | 1 |
| 9:30 | 9 | 9 | | | 18 | 21:30 | 0 | 4 | | | 4 |
| 9:45 | 9 | 8 | | | 17 | 21:45 | 2 | 0 | | | 2 |
| 10:00 | 9 | 11 | | | 20 | 22:00 | 4 | 2 | | | 6 |
| 10:15 | 5 | 12 | | | 17 | 22:15 | 3 | 2 | | | 5 |
| 10:30 | 8 | 6 | | | 14 | 22:30 | 1 | 2 | | | 3 |
| 10:45 | 7 | 8 | | | 15 | 22:45 | 1 | 0 | | | 1 |
| 11:00 | 13 | 8 | | | 21 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 9 | 8 | | | 17 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 13 | 10 | | | 23 | 23:30 | 2 | 4 | | | 6 |
| 11:45 | 15 | 16 | | | 31 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 239 | 313 | 0 | 0 | 552 | TOTALS | 612 | 420 | 0 | 0 | 1032 |
| SPLIT % | 43% | 57% | 0% | 0% | 35% | SPLIT % | 59% | 41% | 0% | 0% | 65% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 2 | 4 | | | 6 |
| 01:00 | 02:00 | 1 | 0 | | | 1 |
| 02:00 | 03:00 | 1 | 1 | | | 2 |
| 03:00 | 04:00 | 0 | 1 | | | 1 |
| 04:00 | 05:00 | 5 | 5 | | | 10 |
| 05:00 | 06:00 | 8 | 16 | | | 24 |
| 06:00 | 07:00 | 23 | 30 | | | 53 |
| 07:00 | 08:00 | 41 | 60 | | | 101 |
| 08:00 | 09:00 | 43 | 64 | | | 107 |
| 09:00 | 10:00 | 36 | 53 | | | 89 |
| 10:00 | 11:00 | 29 | 37 | | | 66 |
| 11:00 | 12:00 | 50 | 42 | | | 92 |
| 12:00 | 13:00 | 61 | 54 | | | 115 |
| 13:00 | 14:00 | 53 | 44 | | | 97 |
| 14:00 | 15:00 | 50 | 47 | | | 97 |
| 15:00 | 16:00 | 69 | 34 | | | 103 |
| 16:00 | 17:00 | 106 | 56 | | | 162 |
| 17:00 | 18:00 | 110 | 48 | | | 158 |
| 18:00 | 19:00 | 64 | 57 | | | 121 |
| 19:00 | 20:00 | 56 | 24 | | | 80 |
| 20:00 | 21:00 | 27 | 34 | | | 61 |
| 21:00 | 22:00 | 3 | 10 | | | 13 |
| 22:00 | 23:00 | 9 | 6 | | | 15 |
| 23:00 | 00:00 | 4 | 6 | | | 10 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 239 | 313 | | | 552 |
| Peak Hour | 11:00 | 7:30 | | | 7:15 |
| Peak Volume | 50 | 72 | | | 112 |
| Peak Hour Factor | 0.833 | 0.857 | | | 0.903 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 612 | 420 | | | 1032 |
| Peak Hour | 16:45 | 16:30 | | | 16:30 |
| Peak Volume | 126 | 61 | | | 183 |
| Peak Hour Factor | 0.685 | 0.847 | | | 0.763 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 84 | 124 | | | 208 |
| Peak Hour | 7:15 | 7:30 | | | 7:15 |
| Peak Volume | 46 | 72 | | | 112 |
| Peak Hour Factor | 0.767 | 0.857 | | | 0.903 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 216 | 104 | | | 320 |
| Peak Hour | 16:45 | 16:30 | | | 16:30 |
| Peak Volume | 126 | 61 | | | 183 |
| Peak Hour Factor | 0.685 | 0.847 | | | 0.763 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_001

### HOURLY BREAKDOWN — NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 2 | 4 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 7 | 10 | 15 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 2 | 7 | 15 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 9:00 | 0 | 2 | 16 | 9 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:00 | 2 | 4 | 13 | 4 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 7 | 12 | 18 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:00 | 1 | 7 | 14 | 26 | 22 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 2 | 7 | 26 | 20 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:00 | 2 | 8 | 18 | 17 | 8 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 59 |
| 15:00 | 0 | 7 | 13 | 19 | 12 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:00 | 2 | 12 | 30 | 43 | 36 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 142 |
| 17:00 | 2 | 4 | 25 | 31 | 32 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 123 |
| 18:00 | 2 | 4 | 16 | 16 | 19 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:00 | 1 | 9 | 13 | 17 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 20:00 | 0 | 3 | 3 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 1 | 0 | 4 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 17 | 94 | 248 | 274 | 208 | 101 | 33 | 13 | 0 | 0 | 0 | 0 | 0 | 988 |
| % of Totals | 2% | 10% | 25% | 28% | 21% | 10% | 3% | 1% | | | | | | 100% |

### HOURLY BREAKDOWN — SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 2 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 5 | 3 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:00 | 1 | 6 | 5 | 7 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 4 | 4 | 21 | 28 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 77 |
| 8:00 | 0 | 6 | 10 | 13 | 40 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 9:00 | 0 | 2 | 8 | 18 | 12 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 0 | 1 | 3 | 14 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:00 | 1 | 2 | 7 | 11 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:00 | 2 | 3 | 11 | 17 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 13:00 | 2 | 10 | 14 | 18 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 14:00 | 4 | 6 | 8 | 9 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 4 | 3 | 15 | 5 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:00 | 0 | 6 | 13 | 15 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:00 | 4 | 8 | 22 | 8 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 18:00 | 1 | 7 | 11 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 19:00 | 1 | 7 | 14 | 9 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:00 | 1 | 5 | 7 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 1 | 4 | 9 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 1 | 2 | 8 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 23 | 85 | 178 | 190 | 242 | 96 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 846 |
| % of Totals | 3% | 10% | 21% | 22% | 29% | 11% | 3% | 0% | | | | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 3 | 2 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 0 | 2 | 10 | 6 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 6:00 | 1 | 8 | 9 | 11 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:00 | 0 | 11 | 14 | 36 | 34 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 118 |
| 8:00 | 2 | 13 | 25 | 26 | 44 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 128 |
| 9:00 | 0 | 4 | 24 | 27 | 17 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 10:00 | 2 | 5 | 16 | 18 | 26 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 11:00 | 1 | 9 | 19 | 29 | 24 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 12:00 | 3 | 10 | 25 | 43 | 44 | 17 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 148 |
| 13:00 | 4 | 17 | 40 | 38 | 22 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 14:00 | 6 | 14 | 26 | 26 | 27 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 110 |
| 15:00 | 4 | 10 | 28 | 24 | 19 | 21 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:00 | 2 | 18 | 43 | 58 | 46 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 189 |
| 17:00 | 6 | 12 | 47 | 39 | 43 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 184 |
| 18:00 | 3 | 11 | 27 | 25 | 27 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 102 |
| 19:00 | 2 | 16 | 27 | 26 | 16 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 97 |
| 20:00 | 1 | 8 | 10 | 15 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 21:00 | 1 | 4 | 14 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:00 | 2 | 2 | 12 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 0 | 2 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 40 | 179 | 426 | 464 | 450 | 197 | 62 | 16 | 0 | 0 | 0 | 0 | 0 | 1,834 |
| % of Totals | 2% | 10% | 23% | 25% | 25% | 11% | 3% | 1% | | | | | | 100% |

### STATISTICS — NORTHBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 33 | 81 | 69 | 45 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| % | 0% | 3% | 8% | 7% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 7:45 | 11:45 | 9:00 | 11:45 | 11:30 | 11:45 | 9:15 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 12 | 16 | 27 | 25 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 94 |
| 12:00 - 24:00 | 13 | 61 | 167 | 205 | 163 | 79 | 21 | 13 | 0 | 0 | 0 | 0 | 0 | 722 |
| % | 1% | 6% | 17% | 21% | 16% | 8% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 17:15 | 16:00 | 16:00 | 16:15 | 16:45 | 16:45 | 15:15 | 16:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 4 | 12 | 30 | 44 | 38 | 26 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 142 |
| 07:00 - 09:00 | 2 | 14 | 25 | 28 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| % | 0% | 1% | 3% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:45 | 7:30 | 8:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 2 | 8 | 15 | 15 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:00 - 18:00 | 4 | 16 | 55 | 74 | 68 | 37 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 265 |
| % | 0% | 2% | 6% | 7% | 7% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 16:45 | 16:00 | 16:00 | 16:15 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 12 | 30 | 44 | 38 | 26 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 142 |

### STATISTICS — SOUTHBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 24 | 44 | 89 | 138 | 65 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 380 |
| % | 0% | 2% | 4% | 9% | 14% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 11:30 | 7:30 | 7:30 | 7:15 | 8:00 | 8:30 | 8:30 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:45 |
| Peak Volume | 2 | 7 | 10 | 23 | 40 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 96 |
| 12:00 - 24:00 | 21 | 61 | 134 | 101 | 104 | 31 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 466 |
| % | 2% | 6% | 14% | 10% | 11% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 13:15 | 13:30 | 17:15 | 13:00 | 12:30 | 12:00 | 16:30 | 18:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 5 | 11 | 23 | 18 | 23 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 65 |
| 07:00 - 09:00 | 0 | 10 | 14 | 34 | 68 | 27 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 163 |
| % | 0% | 1% | 1% | 3% | 7% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:30 | 7:30 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 7 | 10 | 23 | 40 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 96 |
| 16:00 - 18:00 | 4 | 14 | 35 | 23 | 21 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| % | 0% | 1% | 4% | 2% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 17:00 | 16:30 | 17:00 | 16:00 | 16:30 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 4 | 9 | 22 | 15 | 13 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |

### STATISTICS — TOTALS

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 57 | 125 | 158 | 183 | 87 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 646 |
| % | 1% | 6% | 13% | 16% | 19% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 11:30 | 11:45 | 8:00 | 11:30 | 8:00 | 8:30 | 8:30 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 3 | 16 | 25 | 41 | 44 | 22 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 151 |
| 12:00 - 24:00 | 34 | 122 | 301 | 306 | 267 | 110 | 34 | 14 | 0 | 0 | 0 | 0 | 0 | 1188 |
| % | 3% | 12% | 30% | 31% | 27% | 11% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 120% |
| Peak Hour | 17:15 | 13:30 | 17:00 | 16:15 | 16:45 | 17:15 | 15:15 | 16:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 8 | 21 | 47 | 59 | 51 | 32 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 193 |
| 07:00 - 09:00 | 2 | 24 | 39 | 62 | 78 | 29 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 246 |
| % | 0% | 2% | 4% | 6% | 8% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 7:45 | 7:30 | 8:00 | 7:00 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 2 | 15 | 25 | 36 | 44 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 16:00 - 18:00 | 8 | 30 | 90 | 97 | 89 | 43 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 373 |
| % | 1% | 3% | 9% | 10% | 9% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 16:45 | 16:00 | 17:00 | 16:15 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 6 | 18 | 47 | 59 | 51 | 31 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 193 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 21 | 27 | 28 | 35 | 40 | 988 |
| SOUTHBOUND | 21 | 29 | 28 | 35 | 39 | 846 |
| TOTALS | 21 | 28 | 28 | 35 | 40 | 1834 |

### 15-MINUTE BREAKDOWN — NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 | 0 | 3 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 2 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 4 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 2 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 0 | 3 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 5 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 2 | 1 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 2 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 2 | 2 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 2 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 5 | 4 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 2 | 2 | 12 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:15 | 1 | 2 | 7 | 6 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:30 | 0 | 3 | 1 | 4 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 1 | 0 | 6 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 2 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:30 | 1 | 3 | 7 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 0 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 1 | 4 | 2 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 1 | 1 | 4 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 2 | 11 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 3 | 2 | 3 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 2 | 3 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 1 | 3 | 12 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 0 | 1 | 5 | 2 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 1 | 3 | 7 | 7 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 0 | 3 | 9 | 11 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:30 | 0 | 4 | 8 | 16 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:45 | 1 | 2 | 6 | 9 | 10 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:00 | 0 | 1 | 7 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:15 | 0 | 0 | 4 | 8 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:30 | 2 | 1 | 6 | 8 | 13 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:45 | 0 | 2 | 8 | 7 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 | 2 | 0 | 5 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 0 | 3 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 4 | 3 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 0 | 5 | 5 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 3 | 3 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:15 | 1 | 4 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:30 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 2 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 17 | 94 | 248 | 274 | 208 | 101 | 33 | 13 | 0 | 0 | 0 | 0 | 0 | 988 |
| % of Totals | 2% | 10% | 25% | 28% | 21% | 10% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 2 | 3 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 1 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 1 | 2 | 3 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:15 | 0 | 2 | 1 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 0 | 0 | 1 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 1 | 1 | 13 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 2 | 5 | 5 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:15 | 0 | 4 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 0 | 0 | 5 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:45 | 0 | 0 | 1 | 3 | 12 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 0 | 0 | 2 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 0 | 2 | 4 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 0 | 1 | 2 | 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 1 | 2 | 3 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 0 | 1 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 1 | 0 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 3 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 2 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 1 | 3 | 8 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 2 | 1 | 3 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 3 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:45 | 0 | 1 | 2 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 4 | 4 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 2 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 3 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 3 | 3 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 2 | 2 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 1 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:45 | 0 | 0 | 4 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 2 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 2 | 0 | 6 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 2 | 2 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 2 | 3 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 1 | 3 | 3 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 1 | 3 | 4 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 1 | 1 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 1 | 1 | 9 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 1 | 2 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 4 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 4 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 1 | 3 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 23 | 85 | 178 | 190 | 242 | 96 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 846 |
| % of Totals | 3% | 10% | 21% | 22% | 29% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 2 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:15 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 3 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 1 | 2 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 2 | 3 | 2 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 6:45 | 0 | 2 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 1 | 3 | 10 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 4 | 3 | 6 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:30 | 0 | 3 | 5 | 6 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:45 | 0 | 3 | 3 | 14 | 11 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 0 | 2 | 9 | 10 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:15 | 0 | 7 | 7 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 2 | 3 | 4 | 8 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 8:45 | 0 | 1 | 5 | 7 | 13 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 0 | 5 | 8 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:15 | 0 | 0 | 5 | 6 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 3 | 7 | 7 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:45 | 0 | 1 | 7 | 6 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 0 | 3 | 4 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:15 | 2 | 2 | 3 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:30 | 0 | 1 | 7 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 0 | 2 | 3 | 6 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 2 | 3 | 11 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 | 1 | 0 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 0 | 5 | 6 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:45 | 0 | 7 | 5 | 5 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 3 | 5 | 20 | 11 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:15 | 3 | 3 | 10 | 10 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 3 | 4 | 6 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:45 | 0 | 1 | 6 | 7 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 | 1 | 4 | 10 | 18 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:15 | 2 | 2 | 12 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:30 | 1 | 6 | 7 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:45 | 0 | 5 | 11 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:00 | 4 | 7 | 2 | 8 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 1 | 3 | 6 | 3 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:30 | 1 | 3 | 13 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:45 | 0 | 1 | 5 | 6 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 1 | 3 | 3 | 5 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:15 | 1 | 3 | 5 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 3 | 9 | 13 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:45 | 2 | 1 | 11 | 3 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 | 1 | 5 | 9 | 11 | 11 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:15 | 0 | 4 | 13 | 14 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:30 | 0 | 5 | 12 | 19 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:45 | 1 | 4 | 9 | 14 | 14 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:00 | 1 | 4 | 10 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:15 | 1 | 3 | 8 | 11 | 16 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 17:30 | 3 | 2 | 12 | 9 | 16 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 17:45 | 1 | 3 | 17 | 7 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 18:00 | 3 | 2 | 9 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:15 | 0 | 4 | 6 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 0 | 4 | 5 | 8 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:45 | 0 | 1 | 7 | 7 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 3 | 7 | 8 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:15 | 2 | 6 | 9 | 10 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:30 | 0 | 4 | 9 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:45 | 0 | 3 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:15 | 0 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:30 | 0 | 2 | 5 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:45 | 1 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 1 | 3 | 6 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:45 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 2 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:15 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 40 | 179 | 426 | 464 | 450 | 197 | 62 | 16 | 0 | 0 | 0 | 0 | 0 | 1,834 |
| % of Totals | 2% | 10% | 23% | 25% | 25% | 11% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 988 | 846 | 0 | 0 | 1,834 |

DAILY TOTALS

### 15-Minutes Interval

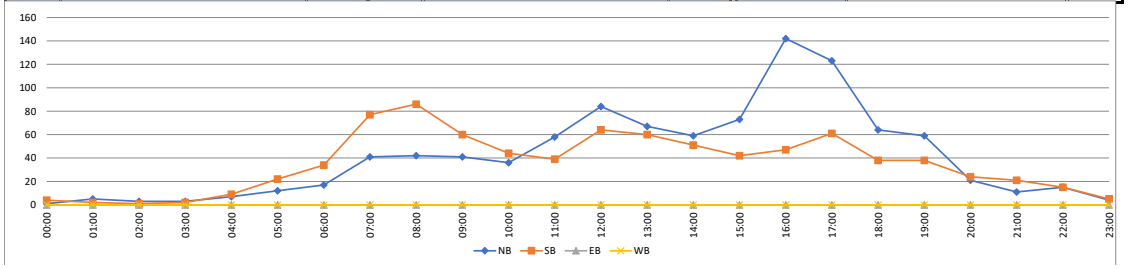
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 29 | 20 | | | 49 |
| 0:15 | 1 | 2 | | | 3 | 12:15 | 25 | 14 | | | 39 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 19 | 13 | | | 32 |
| 0:45 | 0 | 1 | | | 1 | 12:45 | 11 | 17 | | | 28 |
| 1:00 | 2 | 1 | | | 3 | 13:00 | 19 | 21 | | | 40 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 19 | 13 | | | 32 |
| 1:30 | 2 | 0 | | | 2 | 13:30 | 18 | 8 | | | 26 |
| 1:45 | 1 | 1 | | | 2 | 13:45 | 11 | 18 | | | 29 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 14 | 15 | | | 29 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 13 | 12 | | | 25 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 23 | 11 | | | 34 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 9 | 13 | | | 22 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 19 | 8 | | | 27 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 12 | 6 | | | 18 |
| 3:30 | 2 | 1 | | | 3 | 15:30 | 26 | 13 | | | 39 |
| 3:45 | 1 | 1 | | | 2 | 15:45 | 16 | 15 | | | 31 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 31 | 11 | | | 42 |
| 4:15 | 2 | 2 | | | 4 | 16:15 | 35 | 9 | | | 44 |
| 4:30 | 3 | 4 | | | 7 | 16:30 | 40 | 11 | | | 51 |
| 4:45 | 1 | 2 | | | 3 | 16:45 | 36 | 16 | | | 52 |
| 5:00 | 5 | 4 | | | 9 | 17:00 | 21 | 14 | | | 35 |
| 5:15 | 1 | 3 | | | 4 | 17:15 | 33 | 18 | | | 51 |
| 5:30 | 1 | 6 | | | 7 | 17:30 | 42 | 13 | | | 55 |
| 5:45 | 5 | 9 | | | 14 | 17:45 | 27 | 16 | | | 43 |
| 6:00 | 4 | 7 | | | 11 | 18:00 | 15 | 13 | | | 28 |
| 6:15 | 4 | 2 | | | 6 | 18:15 | 11 | 13 | | | 24 |
| 6:30 | 4 | 15 | | | 19 | 18:30 | 22 | 7 | | | 29 |
| 6:45 | 5 | 10 | | | 15 | 18:45 | 16 | 5 | | | 21 |
| 7:00 | 10 | 21 | | | 31 | 19:00 | 17 | 10 | | | 27 |
| 7:15 | 8 | 12 | | | 20 | 19:15 | 23 | 9 | | | 32 |
| 7:30 | 14 | 12 | | | 26 | 19:30 | 9 | 14 | | | 23 |
| 7:45 | 9 | 32 | | | 41 | 19:45 | 10 | 5 | | | 15 |
| 8:00 | 12 | 26 | | | 38 | 20:00 | 2 | 8 | | | 10 |
| 8:15 | 7 | 16 | | | 23 | 20:15 | 9 | 4 | | | 13 |
| 8:30 | 13 | 22 | | | 35 | 20:30 | 4 | 9 | | | 13 |
| 8:45 | 10 | 22 | | | 32 | 20:45 | 6 | 3 | | | 9 |
| 9:00 | 8 | 15 | | | 23 | 21:00 | 2 | 5 | | | 7 |
| 9:15 | 10 | 15 | | | 25 | 21:15 | 3 | 2 | | | 5 |
| 9:30 | 8 | 17 | | | 25 | 21:30 | 2 | 13 | | | 15 |
| 9:45 | 15 | 13 | | | 28 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 11 | 11 | | | 22 | 22:00 | 5 | 9 | | | 14 |
| 10:15 | 10 | 11 | | | 21 | 22:15 | 1 | 4 | | | 5 |
| 10:30 | 6 | 9 | | | 15 | 22:30 | 5 | 2 | | | 7 |
| 10:45 | 9 | 13 | | | 22 | 22:45 | 4 | 0 | | | 4 |
| 11:00 | 15 | 10 | | | 25 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 11 | 6 | | | 17 | 23:15 | 1 | 2 | | | 3 |
| 11:30 | 11 | 13 | | | 24 | 23:30 | 2 | 1 | | | 3 |
| 11:45 | 21 | 10 | | | 31 | 23:45 | 0 | 2 | | | 2 |
| TOTALS | 266 | 380 | 0 | 0 | 646 | TOTALS | 722 | 466 | 0 | 0 | 1188 |
| SPLIT % | 41% | 59% | 0% | 0% | 35% | SPLIT % | 61% | 39% | 0% | 0% | 65% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 1 | 4 | | | 5 |
| 01:00 | 02:00 | 5 | 2 | | | 7 |
| 02:00 | 03:00 | 3 | 1 | | | 4 |
| 03:00 | 04:00 | 3 | 2 | | | 5 |
| 04:00 | 05:00 | 7 | 9 | | | 16 |
| 05:00 | 06:00 | 12 | 22 | | | 34 |
| 06:00 | 07:00 | 17 | 34 | | | 51 |
| 07:00 | 08:00 | 41 | 77 | | | 118 |
| 08:00 | 09:00 | 42 | 86 | | | 128 |
| 09:00 | 10:00 | 41 | 60 | | | 101 |
| 10:00 | 11:00 | 36 | 44 | | | 80 |
| 11:00 | 12:00 | 58 | 39 | | | 97 |
| 12:00 | 13:00 | 84 | 64 | | | 148 |
| 13:00 | 14:00 | 67 | 60 | | | 127 |
| 14:00 | 15:00 | 59 | 51 | | | 110 |
| 15:00 | 16:00 | 73 | 42 | | | 115 |
| 16:00 | 17:00 | 142 | 47 | | | 189 |
| 17:00 | 18:00 | 123 | 61 | | | 184 |
| 18:00 | 19:00 | 64 | 38 | | | 102 |
| 19:00 | 20:00 | 59 | 38 | | | 97 |
| 20:00 | 21:00 | 21 | 24 | | | 45 |
| 21:00 | 22:00 | 11 | 21 | | | 32 |
| 22:00 | 23:00 | 15 | 15 | | | 30 |
| 23:00 | 00:00 | 4 | 5 | | | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 266 | 380 | | | 646 |
| Peak Hour | 11:00 | 7:45 | | | 7:45 |
| Peak Volume | 58 | 96 | | | 137 |
| Peak Hour Factor | 0.690 | 0.750 | | | 0.835 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 722 | 466 | | | 1188 |
| Peak Hour | 16:00 | 12:15 | | | 16:45 |
| Peak Volume | 142 | 65 | | | 193 |
| Peak Hour Factor | 0.888 | 0.774 | | | 0.877 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 83 | 163 | | | 246 |
| Peak Hour | 7:15 | 7:45 | | | 7:45 |
| Peak Volume | 43 | 96 | | | 137 |
| Peak Hour Factor | 0.768 | 0.750 | | | 0.835 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 265 | 108 | | | 373 |
| Peak Hour | 16:00 | 16:45 | | | 16:45 |
| Peak Volume | 142 | 61 | | | 193 |
| Peak Hour Factor | 0.888 | 0.847 | | | 0.877 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_001

### HOURLY BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 1 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 6 | 9 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:00 | 0 | 3 | 16 | 16 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 8:00 | 1 | 8 | 11 | 7 | 10 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 9:00 | 1 | 8 | 12 | 7 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 0 | 7 | 13 | 11 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 0 | 6 | 15 | 15 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 1 | 10 | 22 | 23 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:00 | 0 | 5 | 12 | 13 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 14:00 | 1 | 11 | 22 | 19 | 9 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 15:00 | 0 | 10 | 30 | 27 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 16:00 | 3 | 9 | 26 | 24 | 28 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 110 |
| 17:00 | 2 | 5 | 23 | 31 | 28 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 18:00 | 1 | 6 | 21 | 25 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:00 | 0 | 2 | 12 | 20 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:00 | 0 | 1 | 5 | 8 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 1 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 11 | 103 | 265 | 261 | 181 | 127 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 982 |
| % of Totals | 1% | 10% | 27% | 27% | 18% | 13% | 3% | 0% | | | | | | 100% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 1 | 0 | 2 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 2 | 2 | 3 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 4 | 0 | 14 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:00 | 2 | 4 | 13 | 18 | 28 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 96 |
| 8:00 | 2 | 11 | 2 | 9 | 27 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 78 |
| 9:00 | 0 | 5 | 7 | 16 | 16 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 10:00 | 0 | 2 | 9 | 12 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 2 | 4 | 13 | 13 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 2 | 5 | 8 | 18 | 21 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 13:00 | 5 | 6 | 12 | 11 | 27 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 4 | 5 | 8 | 16 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 13 | 9 | 14 | 7 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 5 | 9 | 18 | 6 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 0 | 5 | 9 | 8 | 15 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 18:00 | 3 | 5 | 17 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 2 | 2 | 8 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 1 | 2 | 8 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 1 | 1 | 13 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 3 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 43 | 84 | 166 | 176 | 221 | 127 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 851 |
| % of Totals | 5% | 10% | 20% | 21% | 26% | 15% | 3% | 1% | | | | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 1 | 1 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 1 | 2 | 2 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 0 | 3 | 6 | 4 | 7 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:00 | 0 | 10 | 9 | 20 | 19 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:00 | 2 | 7 | 29 | 34 | 36 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 144 |
| 8:00 | 3 | 19 | 13 | 16 | 37 | 30 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 130 |
| 9:00 | 1 | 13 | 19 | 23 | 24 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:00 | 0 | 9 | 22 | 23 | 23 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 11:00 | 2 | 10 | 28 | 28 | 17 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 96 |
| 12:00 | 3 | 15 | 30 | 41 | 31 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 13:00 | 5 | 11 | 24 | 24 | 37 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 120 |
| 14:00 | 5 | 16 | 30 | 35 | 18 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 15:00 | 13 | 19 | 44 | 34 | 19 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 147 |
| 16:00 | 8 | 18 | 44 | 30 | 37 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 167 |
| 17:00 | 2 | 10 | 32 | 39 | 43 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 150 |
| 18:00 | 4 | 11 | 38 | 30 | 25 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 19:00 | 2 | 4 | 20 | 22 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 20:00 | 1 | 3 | 13 | 15 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 21:00 | 1 | 2 | 17 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:00 | 0 | 3 | 3 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 0 | 4 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Totals | 54 | 187 | 431 | 437 | 402 | 254 | 56 | 12 | 0 | 0 | 0 | 0 | 0 | 1,833 |
| % of Totals | 3% | 10% | 24% | 24% | 22% | 14% | 3% | 1% | | | | | | 100% |

### STATISTICS

**NORTHBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 43 | 84 | 65 | 54 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 292 |
| % | 0% | 4% | 9% | 7% | 5% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 3:00 | 9:30 | 11:30 | 11:30 | 7:30 | 7:30 | 7:30 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 10 | 27 | 22 | 13 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:00 - 24:00 | 8 | 60 | 181 | 196 | 127 | 95 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 690 |
| % | 1% | 6% | 18% | 20% | 13% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 16:00 | 15:45 | 15:30 | 16:30 | 16:30 | 16:30 | 12:15 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 3 | 13 | 31 | 32 | 32 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| 07:00 - 09:00 | 1 | 11 | 27 | 23 | 18 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 100 |
| % | 0% | 1% | 3% | 2% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 8:00 | 8:00 | 7:15 | 7:00 | 7:30 | 7:30 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 8 | 19 | 16 | 13 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 16:00 - 18:00 | 5 | 14 | 49 | 55 | 56 | 32 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 217 |
| % | 1% | 1% | 5% | 6% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 3 | 9 | 26 | 32 | 32 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |

**SOUTHBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 7 | 32 | 48 | 90 | 112 | 78 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 389 |
| % | 1% | 3% | 5% | 9% | 11% | 8% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 7:15 | 7:45 | 7:00 | 7:15 | 7:30 | 7:00 | 7:45 | 5:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 3 | 13 | 13 | 20 | 30 | 26 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 103 |
| 12:00 - 24:00 | 36 | 52 | 118 | 86 | 109 | 49 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 462 |
| % | 4% | 5% | 12% | 9% | 11% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 15:15 | 15:30 | 16:30 | 12:15 | 12:45 | 12:00 | 13:30 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 15 | 13 | 21 | 22 | 27 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 79 |
| 07:00 - 09:00 | 4 | 15 | 15 | 27 | 55 | 47 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 174 |
| % | 0% | 2% | 2% | 3% | 6% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 7:15 | 7:45 | 7:00 | 7:15 | 7:30 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 3 | 13 | 13 | 20 | 30 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 103 |
| 16:00 - 18:00 | 5 | 14 | 27 | 14 | 24 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| % | 1% | 1% | 3% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 17:00 | 16:45 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 5 | 9 | 21 | 8 | 17 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |

**TOTALS**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 10 | 75 | 132 | 155 | 166 | 110 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 681 |
| % | 1% | 8% | 13% | 16% | 17% | 11% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 69% |
| Peak Hour | 7:15 | 7:45 | 11:30 | 11:45 | 7:30 | 7:30 | 7:45 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 3 | 19 | 40 | 41 | 43 | 36 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 165 |
| 12:00 - 24:00 | 44 | 112 | 299 | 282 | 236 | 144 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 1152 |
| % | 4% | 11% | 30% | 29% | 24% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 117% |
| Peak Hour | 15:15 | 15:45 | 15:00 | 12:15 | 16:45 | 16:30 | 13:30 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 17 | 26 | 44 | 44 | 49 | 29 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 174 |
| 07:00 - 09:00 | 5 | 26 | 42 | 50 | 73 | 61 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 274 |
| % | 1% | 3% | 4% | 5% | 7% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 7:15 | 7:45 | 7:15 | 7:15 | 7:30 | 7:30 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 3 | 19 | 31 | 35 | 43 | 36 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 165 |
| 16:00 - 18:00 | 10 | 28 | 76 | 69 | 80 | 44 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 317 |
| % | 1% | 3% | 8% | 7% | 8% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 8 | 18 | 44 | 39 | 49 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 174 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 21 | 27 | 28 | 36 | 39 | 982 |
| SOUTHBOUND | 20 | 29 | 28 | 36 | 40 | 851 |
| TOTALS | 20 | 28 | 28 | 36 | 40 | 1833 |

### 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:15 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 | 0 | 1 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 1 | 3 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 1 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 3 | 5 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 1 | 2 | 0 | 6 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:30 | 0 | 1 | 3 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 1 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 0 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 2 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 1 | 5 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 2 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 1 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 2 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 2 | 8 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 3 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 0 | 6 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 4 | 9 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:15 | 1 | 3 | 7 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 2 | 4 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 1 | 2 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 0 | 0 | 5 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 2 | 1 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 2 | 1 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 2 | 5 | 5 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:15 | 0 | 2 | 2 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 4 | 8 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 1 | 3 | 7 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 3 | 11 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:15 | 0 | 1 | 3 | 8 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 2 | 6 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:45 | 0 | 4 | 10 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 2 | 4 | 7 | 4 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 2 | 8 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 3 | 5 | 6 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:45 | 1 | 0 | 6 | 7 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:00 | 0 | 2 | 6 | 7 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 1 | 0 | 5 | 12 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:30 | 0 | 2 | 6 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:45 | 1 | 1 | 6 | 6 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 1 | 1 | 1 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 1 | 6 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 2 | 7 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 2 | 7 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 1 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:15 | 0 | 0 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:30 | 0 | 1 | 5 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:45 | 0 | 0 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 11 | 103 | 265 | 261 | 181 | 127 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 982 |
| % of Totals | 1% | 10% | 27% | 27% | 18% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 1 | 0 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 1 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 2 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:15 | 1 | 0 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 | 0 | 0 | 6 | 5 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:45 | 1 | 4 | 3 | 9 | 11 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 | 1 | 1 | 1 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 | 0 | 5 | 1 | 2 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:30 | 0 | 3 | 0 | 3 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:45 | 1 | 2 | 0 | 2 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 2 | 3 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 1 | 1 | 3 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 1 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 1 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 1 | 3 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 1 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 2 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 3 | 6 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 1 | 4 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 1 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 1 | 3 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 1 | 2 | 3 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 1 | 1 | 2 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 3 | 0 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 2 | 2 | 4 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:30 | 1 | 3 | 4 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 1 | 1 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 2 | 1 | 4 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 2 | 3 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 1 | 4 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:15 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 6 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 5 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 3 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:15 | 1 | 6 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 1 | 0 | 6 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:45 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 2 | 4 | 2 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:15 | 0 | 1 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 3 | 4 | 4 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 2 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 1 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 1 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:15 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 43 | 84 | 166 | 176 | 221 | 127 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 851 |
| % of Totals | 5% | 10% | 20% | 21% | 26% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:30 | 0 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 2 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:15 | 0 | 4 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:30 | 0 | 3 | 4 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 1 | 4 | 9 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 0 | 4 | 3 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:15 | 1 | 1 | 8 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 1 | 9 | 11 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:45 | 1 | 5 | 8 | 14 | 13 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 8:00 | 1 | 4 | 6 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:15 | 0 | 6 | 3 | 2 | 12 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:30 | 0 | 4 | 3 | 5 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:45 | 2 | 5 | 1 | 5 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 3 | 5 | 5 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 1 | 7 | 4 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:30 | 0 | 3 | 3 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 1 | 6 | 4 | 7 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 2 | 4 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 1 | 2 | 8 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:30 | 0 | 3 | 6 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:45 | 0 | 3 | 10 | 4 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 3 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 2 | 2 | 5 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 3 | 12 | 9 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 | 0 | 2 | 9 | 9 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 5 | 9 | 9 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:15 | 1 | 4 | 10 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:30 | 1 | 4 | 7 | 10 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:45 | 1 | 2 | 4 | 9 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 3 | 0 | 9 | 12 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:15 | 0 | 3 | 7 | 6 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:30 | 1 | 5 | 5 | 5 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:45 | 1 | 3 | 3 | 1 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 0 | 3 | 6 | 7 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 2 | 4 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:30 | 2 | 5 | 12 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:45 | 3 | 6 | 8 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 1 | 7 | 15 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:15 | 1 | 2 | 5 | 11 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:30 | 6 | 2 | 10 | 8 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:45 | 5 | 8 | 14 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 5 | 7 | 10 | 7 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:15 | 1 | 8 | 9 | 8 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:30 | 1 | 3 | 11 | 8 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:45 | 1 | 0 | 14 | 7 | 13 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 17:00 | 0 | 4 | 10 | 9 | 13 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 17:15 | 1 | 1 | 8 | 15 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:30 | 0 | 2 | 7 | 7 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:45 | 1 | 3 | 7 | 8 | 7 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 1 | 1 | 2 | 8 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:15 | 3 | 5 | 10 | 11 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 18:30 | 0 | 3 | 11 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:45 | 0 | 2 | 15 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:00 | 2 | 1 | 3 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 1 | 3 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 2 | 8 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:45 | 0 | 0 | 6 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 1 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:15 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 1 | 0 | 5 | 7 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:45 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:15 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 54 | 187 | 431 | 437 | 402 | 254 | 56 | 12 | 0 | 0 | 0 | 0 | 0 | 1,833 |
| % of Totals | 3% | 10% | 24% | 24% | 22% | 14% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 982 | 851 | 0 | 0 | 1,833 |

DAILY TOTALS

### 15-Minutes Interval

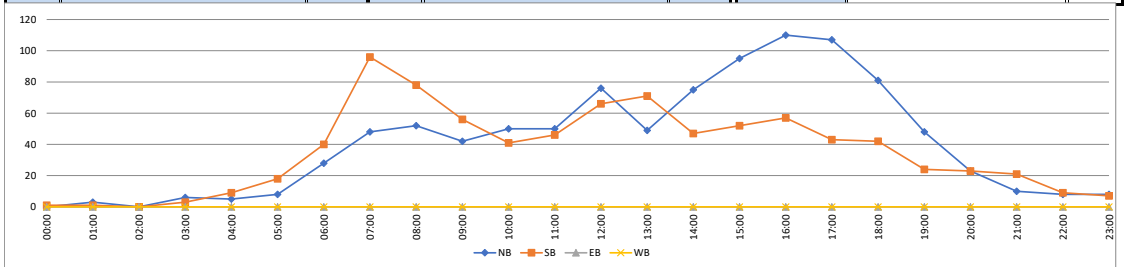
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 25 | 9 | | | 34 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 21 | 20 | | | 41 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 19 | 19 | | | 38 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 11 | 18 | | | 29 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 17 | 18 | | | 35 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 9 | 24 | | | 33 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 14 | 18 | | | 32 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 9 | 11 | | | 20 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 21 | 8 | | | 29 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 11 | 9 | | | 20 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 23 | 16 | | | 39 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 20 | 14 | | | 34 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 24 | 11 | | | 35 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 23 | 10 | | | 33 |
| 3:30 | 4 | 0 | | | 4 | 15:30 | 20 | 14 | | | 34 |
| 3:45 | 1 | 2 | | | 3 | 15:45 | 28 | 17 | | | 45 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 28 | 14 | | | 42 |
| 4:15 | 1 | 1 | | | 2 | 16:15 | 23 | 15 | | | 38 |
| 4:30 | 1 | 4 | | | 5 | 16:30 | 27 | 12 | | | 39 |
| 4:45 | 2 | 3 | | | 5 | 16:45 | 32 | 16 | | | 48 |
| 5:00 | 0 | 2 | | | 2 | 17:00 | 27 | 18 | | | 45 |
| 5:15 | 4 | 6 | | | 10 | 17:15 | 31 | 11 | | | 42 |
| 5:30 | 4 | 3 | | | 7 | 17:30 | 23 | 6 | | | 29 |
| 5:45 | 0 | 7 | | | 7 | 17:45 | 26 | 8 | | | 34 |
| 6:00 | 6 | 11 | | | 17 | 18:00 | 16 | 4 | | | 20 |
| 6:15 | 6 | 7 | | | 13 | 18:15 | 23 | 21 | | | 44 |
| 6:30 | 7 | 5 | | | 12 | 18:30 | 21 | 6 | | | 27 |
| 6:45 | 9 | 17 | | | 26 | 18:45 | 21 | 11 | | | 32 |
| 7:00 | 8 | 15 | | | 23 | 19:00 | 9 | 6 | | | 15 |
| 7:15 | 12 | 13 | | | 25 | 19:15 | 15 | 3 | | | 18 |
| 7:30 | 14 | 27 | | | 41 | 19:30 | 13 | 9 | | | 22 |
| 7:45 | 14 | 41 | | | 55 | 19:45 | 11 | 6 | | | 17 |
| 8:00 | 14 | 13 | | | 27 | 20:00 | 5 | 8 | | | 13 |
| 8:15 | 20 | 22 | | | 42 | 20:15 | 5 | 3 | | | 8 |
| 8:30 | 9 | 20 | | | 29 | 20:30 | 7 | 9 | | | 16 |
| 8:45 | 9 | 23 | | | 32 | 20:45 | 6 | 3 | | | 9 |
| 9:00 | 7 | 17 | | | 24 | 21:00 | 4 | 12 | | | 16 |
| 9:15 | 10 | 16 | | | 26 | 21:15 | 0 | 3 | | | 3 |
| 9:30 | 11 | 12 | | | 23 | 21:30 | 3 | 2 | | | 5 |
| 9:45 | 14 | 11 | | | 25 | 21:45 | 3 | 4 | | | 7 |
| 10:00 | 10 | 6 | | | 16 | 22:00 | 3 | 2 | | | 5 |
| 10:15 | 8 | 11 | | | 19 | 22:15 | 1 | 3 | | | 4 |
| 10:30 | 12 | 13 | | | 25 | 22:30 | 4 | 4 | | | 8 |
| 10:45 | 20 | 11 | | | 31 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 11 | 4 | | | 15 | 23:00 | 2 | 0 | | | 2 |
| 11:15 | 10 | 12 | | | 22 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 17 | 16 | | | 33 | 23:30 | 4 | 4 | | | 8 |
| 11:45 | 12 | 14 | | | 26 | 23:45 | 1 | 2 | | | 3 |
| TOTALS | 292 | 389 | 0 | 0 | 681 | TOTALS | 690 | 462 | 0 | 0 | 1152 |
| SPLIT % | 43% | 57% | 0% | 0% | 37% | SPLIT % | 60% | 40% | 0% | 0% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 1 | | | 1 |
| 01:00 | 02:00 | 3 | 1 | | | 4 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 6 | 3 | | | 9 |
| 04:00 | 05:00 | 5 | 9 | | | 14 |
| 05:00 | 06:00 | 8 | 18 | | | 26 |
| 06:00 | 07:00 | 28 | 40 | | | 68 |
| 07:00 | 08:00 | 48 | 96 | | | 144 |
| 08:00 | 09:00 | 52 | 78 | | | 130 |
| 09:00 | 10:00 | 42 | 56 | | | 98 |
| 10:00 | 11:00 | 50 | 41 | | | 91 |
| 11:00 | 12:00 | 50 | 46 | | | 96 |
| 12:00 | 13:00 | 76 | 66 | | | 142 |
| 13:00 | 14:00 | 49 | 71 | | | 120 |
| 14:00 | 15:00 | 75 | 47 | | | 122 |
| 15:00 | 16:00 | 95 | 52 | | | 147 |
| 16:00 | 17:00 | 110 | 57 | | | 167 |
| 17:00 | 18:00 | 107 | 43 | | | 150 |
| 18:00 | 19:00 | 81 | 42 | | | 123 |
| 19:00 | 20:00 | 48 | 24 | | | 72 |
| 20:00 | 21:00 | 23 | 23 | | | 46 |
| 21:00 | 22:00 | 10 | 21 | | | 31 |
| 22:00 | 23:00 | 8 | 9 | | | 17 |
| 23:00 | 00:00 | 8 | 7 | | | 15 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 292 | 389 | | | 681 |
| Peak Hour | 7:30 | 7:30 | | | 7:30 |
| Peak Volume | 62 | 103 | | | 165 |
| Peak Hour Factor | 0.775 | 0.628 | | | 0.750 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 690 | 462 | | | 1152 |
| Peak Hour | 16:30 | 12:30 | | | 16:30 |
| Peak Volume | 117 | 79 | | | 174 |
| Peak Hour Factor | 0.914 | 0.823 | | | 0.906 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 100 | 174 | | | 274 |
| Peak Hour | 7:30 | 7:30 | | | 7:30 |
| Peak Volume | 62 | 103 | | | 165 |
| Peak Hour Factor | 0.775 | 0.628 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 217 | 100 | | | 317 |
| Peak Hour | 16:30 | 16:15 | | | 16:30 |
| Peak Volume | 117 | 61 | | | 174 |
| Peak Hour Factor | 0.914 | 0.847 | | | 0.906 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_001

### HOURLY BREAKDOWN

| Time | NORTHBOUND 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | SOUTHBOUND 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | TOTALS 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1:00 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 2 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 2 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 1 | 5 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 3 | 4 | 9 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:00 | 1 | 4 | 4 | 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 3 | 4 | 13 | 12 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 7 | 8 | 19 | 19 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 7:00 | 1 | 12 | 20 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 3 | 8 | 17 | 20 | 28 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 4 | 20 | 37 | 41 | 34 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 8:00 | 0 | 4 | 11 | 14 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 5 | 7 | 9 | 35 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 9 | 18 | 23 | 44 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 9:00 | 2 | 4 | 11 | 17 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 46 | 4 | 5 | 7 | 16 | 21 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 6 | 9 | 18 | 33 | 26 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 110 |
| 10:00 | 0 | 5 | 19 | 12 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 1 | 8 | 16 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 6 | 27 | 28 | 26 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 11:00 | 2 | 5 | 20 | 17 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 2 | 10 | 12 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 7 | 30 | 29 | 20 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 12:00 | 0 | 4 | 23 | 23 | 23 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 88 | 1 | 5 | 17 | 20 | 14 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 69 | 1 | 9 | 40 | 43 | 37 | 18 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 157 |
| 13:00 | 1 | 11 | 20 | 13 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 10 | 7 | 18 | 16 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 67 | 2 | 21 | 27 | 31 | 21 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 123 |
| 14:00 | 1 | 4 | 16 | 22 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 7 | 6 | 11 | 8 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 51 | 8 | 10 | 27 | 30 | 26 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 116 |
| 15:00 | 2 | 5 | 20 | 20 | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 85 | 1 | 4 | 6 | 9 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 9 | 26 | 29 | 26 | 24 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 121 |
| 16:00 | 1 | 6 | 17 | 23 | 26 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 95 | 1 | 4 | 11 | 12 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 2 | 10 | 28 | 35 | 41 | 23 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 143 |
| 17:00 | 3 | 5 | 32 | 33 | 24 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 122 | 4 | 12 | 10 | 15 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 7 | 17 | 42 | 48 | 33 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 180 |
| 18:00 | 3 | 11 | 21 | 21 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 2 | 7 | 14 | 7 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 5 | 18 | 35 | 28 | 28 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 19:00 | 0 | 6 | 16 | 17 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 4 | 8 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 10 | 24 | 27 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 20:00 | 0 | 4 | 3 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 3 | 14 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 7 | 17 | 15 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:00 | 0 | 0 | 3 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 3 | 9 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 3 | 12 | 11 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 22:00 | 1 | 3 | 2 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 4 | 5 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:00 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 20 | 97 | 264 | 289 | 197 | 112 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 1,013 | 26 | 86 | 167 | 208 | 234 | 112 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 867 | 46 | 183 | 431 | 497 | 431 | 224 | 54 | 14 | 0 | 0 | 0 | 0 | 0 | 1,880 |
| % of Totals | 2% | 10% | 26% | 29% | 19% | 11% | 3% | 1% | | | | | | 100% | 3% | 10% | 19% | 24% | 27% | 13% | 3% | 1% | | | | | | 100% | 2% | 10% | 23% | 26% | 23% | 12% | 3% | 1% | | | | | | 100% |

### STATISTICS

| | NB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | SB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | TOT 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 38 | 91 | 97 | 55 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 316 | 8 | 26 | 57 | 92 | 134 | 67 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 404 | 14 | 64 | 148 | 189 | 189 | 90 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 720 |
| % | 1% | 4% | 9% | 10% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 1% | 3% | 6% | 9% | 13% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 40% | 1% | 6% | 15% | 19% | 19% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 71% |
| Peak Hour | 6:15 | 7:00 | 11:15 | 6:45 | 11:45 | 10:15 | 11:45 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 8:45 | 6:45 | 7:00 | 9:30 | 7:45 | 8:00 | 5:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 | 9:00 | 7:00 | 11:45 | 6:45 | 8:00 | 8:00 | 6:00 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 2 | 12 | 25 | 21 | 21 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 83 | 4 | 8 | 17 | 22 | 38 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 95 | 6 | 20 | 41 | 42 | 44 | 26 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12:00 - 24:00 | 14 | 59 | 173 | 192 | 142 | 89 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 697 | 18 | 60 | 110 | 116 | 100 | 45 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 463 | 32 | 119 | 283 | 308 | 242 | 134 | 30 | 12 | 0 | 0 | 0 | 0 | 0 | 1160 |
| % | 1% | 6% | 17% | 19% | 14% | 9% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 69% | 2% | 6% | 11% | 11% | 10% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 46% | 3% | 12% | 28% | 30% | 24% | 13% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 115% |
| Peak Hour | 17:15 | 13:00 | 16:45 | 16:45 | 16:45 | 16:15 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 | 14:00 | 17:15 | 12:00 | 12:15 | 12:30 | 13:00 | 13:00 | 14:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 17:15 | 17:15 | 17:00 | 16:45 | 16:15 | 17:00 | 12:15 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 5 | 11 | 32 | 39 | 32 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 134 | 7 | 13 | 17 | 23 | 17 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 73 | 9 | 23 | 42 | 52 | 42 | 26 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 188 |
| 07:00 - 09:00 | 1 | 16 | 31 | 35 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 3 | 13 | 24 | 29 | 63 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 4 | 29 | 55 | 64 | 78 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| % | 0% | 2% | 3% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 1% | 2% | 3% | 6% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 3% | 5% | 6% | 8% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 12 | 20 | 21 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 3 | 8 | 17 | 20 | 38 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 4 | 20 | 37 | 41 | 44 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 16:00 - 18:00 | 4 | 11 | 49 | 56 | 50 | 37 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 217 | 5 | 16 | 21 | 27 | 24 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 106 | 9 | 27 | 70 | 83 | 74 | 49 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 323 |
| % | 0% | 1% | 5% | 6% | 5% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 21% | 0% | 2% | 2% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 1% | 3% | 7% | 8% | 7% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 17:00 | 16:45 | 16:45 | 16:45 | 16:45 | 16:15 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:45 | 16:45 | 16:15 | 17:00 | 16:00 | 16:45 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:45 | 17:00 | 16:45 | 16:15 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 3 | 8 | 32 | 39 | 32 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 134 | 4 | 12 | 12 | 15 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 7 | 20 | 42 | 52 | 42 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 188 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 21 | 27 | 28 | 35 | 39 | 1013 |
| SOUTHBOUND | 21 | 29 | 28 | 36 | 40 | 867 |
| TOTALS | 21 | 28 | 28 | 35 | 39 | 1880 |

### 15-MINUTE BREAKDOWN

| Time | NB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | SB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | TOT 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 2 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 2 | 3 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:15 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 1 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 3 | 4 | 7 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:45 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 2 | 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 2 | 7 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 1 | 0 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 2 | 3 | 5 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 2 | 7 | 12 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:15 | 0 | 4 | 5 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 3 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 8 | 13 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:30 | 0 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 5 | 7 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 7 | 10 | 10 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:45 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 1 | 6 | 5 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 6 | 12 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:00 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 1 | 2 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 2 | 5 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 | 0 | 3 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 1 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 3 | 7 | 5 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:30 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 1 | 3 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 2 | 5 | 8 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:45 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 3 | 3 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 2 | 4 | 5 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 0 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 2 | 4 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 2 | 6 | 7 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 9:15 | 1 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 2 | 3 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 4 | 5 | 7 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 9:30 | 0 | 1 | 2 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 1 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 2 | 3 | 7 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:45 | 1 | 0 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 1 | 4 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 2 | 4 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 1 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 5 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:15 | 0 | 2 | 7 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 9 | 8 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:30 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 0 | 1 | 5 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 8 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 6 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 1 | 0 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 3 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 1 | 10 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:30 | 1 | 2 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 3 | 8 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:45 | 0 | 3 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 7 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:00 | 0 | 1 | 7 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 2 | 5 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 3 | 12 | 10 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:15 | 0 | 1 | 5 | 8 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 8 | 7 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 2 | 13 | 15 | 8 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:30 | 0 | 1 | 6 | 4 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 2 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 3 | 9 | 9 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 0 | 1 | 5 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 6 | 9 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:00 | 0 | 5 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 2 | 5 | 7 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 7 | 11 | 12 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:15 | 0 | 2 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 3 | 4 | 8 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:30 | 1 | 2 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 5 | 6 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:45 | 0 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 4 | 2 | 3 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 6 | 7 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:00 | 0 | 2 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 3 | 5 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 1 | 1 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 4 | 5 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:30 | 0 | 0 | 6 | 6 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 1 | 3 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 1 | 9 | 7 | 10 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:45 | 0 | 1 | 5 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 1 | 3 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 2 | 8 | 9 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 1 | 1 | 5 | 8 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 6 | 10 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:15 | 0 | 1 | 5 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 9 | 2 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 2 | 5 | 8 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 2 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 6 | 11 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:45 | 1 | 1 | 5 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 2 | 5 | 6 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 1 | 6 | 3 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 2 | 3 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 3 | 9 | 8 | 10 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:15 | 1 | 0 | 4 | 6 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 1 | 6 | 9 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:30 | 0 | 2 | 5 | 3 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 2 | 9 | 7 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 3 | 2 | 11 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 11 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:00 | 0 | 1 | 10 | 10 | 10 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 3 | 4 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 14 | 17 | 11 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:15 | 0 | 1 | 9 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 4 | 1 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 5 | 10 | 7 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:30 | 2 | 3 | 11 | 14 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 43 | 2 | 4 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 7 | 13 | 17 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:45 | 1 | 0 | 2 | 5 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 5 | 7 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:00 | 2 | 6 | 9 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 4 | 3 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 10 | 12 | 9 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 18:15 | 0 | 1 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 5 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 1 | 3 | 5 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 3 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 6 | 10 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:45 | 0 | 1 | 5 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 8 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 1 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 3 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:15 | 0 | 2 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:30 | 0 | 1 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 4 | 9 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:45 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 7 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:15 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:45 | 0 | 3 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 7 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:45 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 20 | 97 | 264 | 289 | 197 | 112 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 1,013 | 26 | 86 | 167 | 208 | 234 | 112 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 867 | 46 | 183 | 431 | 497 | 431 | 224 | 54 | 14 | 0 | 0 | 0 | 0 | 0 | 1,880 |
| % of Totals | 2% | 10% | 26% | 29% | 19% | 11% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% | 3% | 10% | 19% | 24% | 27% | 13% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% | 2% | 10% | 23% | 26% | 23% | 12% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,013 | 867 | 0 | 0 | 1,880 |

DAILY TOTALS

### 15-Minutes Interval

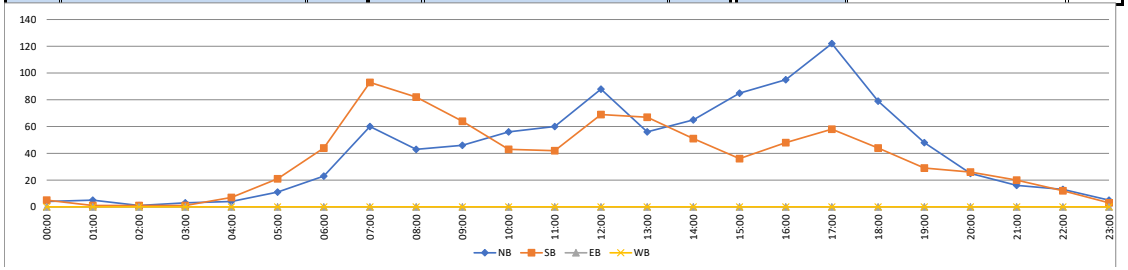
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 23 | 17 | | | 40 |
| 0:15 | 1 | 2 | | | 3 | 12:15 | 24 | 25 | | | 49 |
| 0:30 | 1 | 1 | | | 2 | 12:30 | 21 | 16 | | | 37 |
| 0:45 | 1 | 2 | | | 3 | 12:45 | 20 | 11 | | | 31 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 19 | 21 | | | 40 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 10 | 17 | | | 27 |
| 1:30 | 1 | 1 | | | 2 | 13:30 | 14 | 11 | | | 25 |
| 1:45 | 3 | 0 | | | 3 | 13:45 | 13 | 18 | | | 31 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 11 | 12 | | | 23 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 15 | 13 | | | 28 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 21 | 13 | | | 34 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 18 | 13 | | | 31 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 25 | 10 | | | 35 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 15 | 8 | | | 23 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 24 | 12 | | | 36 |
| 3:45 | 2 | 1 | | | 3 | 15:45 | 21 | 6 | | | 27 |
| 4:00 | 0 | 1 | | | 1 | 16:00 | 24 | 16 | | | 40 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 20 | 12 | | | 32 |
| 4:30 | 1 | 3 | | | 4 | 16:30 | 20 | 13 | | | 33 |
| 4:45 | 3 | 3 | | | 6 | 16:45 | 31 | 7 | | | 38 |
| 5:00 | 2 | 3 | | | 5 | 17:00 | 42 | 17 | | | 59 |
| 5:15 | 3 | 3 | | | 6 | 17:15 | 18 | 14 | | | 32 |
| 5:30 | 1 | 4 | | | 5 | 17:30 | 43 | 16 | | | 59 |
| 5:45 | 5 | 11 | | | 16 | 17:45 | 19 | 11 | | | 30 |
| 6:00 | 6 | 10 | | | 16 | 18:00 | 26 | 16 | | | 42 |
| 6:15 | 3 | 3 | | | 6 | 18:15 | 12 | 9 | | | 21 |
| 6:30 | 9 | 14 | | | 23 | 18:30 | 23 | 11 | | | 34 |
| 6:45 | 5 | 17 | | | 22 | 18:45 | 18 | 8 | | | 26 |
| 7:00 | 15 | 24 | | | 39 | 19:00 | 12 | 7 | | | 19 |
| 7:15 | 21 | 11 | | | 32 | 19:15 | 13 | 3 | | | 16 |
| 7:30 | 12 | 30 | | | 42 | 19:30 | 13 | 13 | | | 26 |
| 7:45 | 12 | 28 | | | 40 | 19:45 | 10 | 6 | | | 16 |
| 8:00 | 9 | 21 | | | 30 | 20:00 | 5 | 8 | | | 13 |
| 8:15 | 14 | 16 | | | 30 | 20:15 | 6 | 5 | | | 11 |
| 8:30 | 11 | 22 | | | 33 | 20:30 | 5 | 8 | | | 13 |
| 8:45 | 9 | 23 | | | 32 | 20:45 | 9 | 5 | | | 14 |
| 9:00 | 10 | 19 | | | 29 | 21:00 | 6 | 4 | | | 10 |
| 9:15 | 11 | 17 | | | 28 | 21:15 | 5 | 3 | | | 8 |
| 9:30 | 11 | 14 | | | 25 | 21:30 | 1 | 12 | | | 13 |
| 9:45 | 14 | 14 | | | 28 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 13 | 15 | | | 28 | 22:00 | 2 | 2 | | | 4 |
| 10:15 | 18 | 10 | | | 28 | 22:15 | 3 | 6 | | | 9 |
| 10:30 | 9 | 9 | | | 18 | 22:30 | 3 | 4 | | | 7 |
| 10:45 | 16 | 9 | | | 25 | 22:45 | 5 | 0 | | | 5 |
| 11:00 | 12 | 8 | | | 20 | 23:00 | 3 | 2 | | | 5 |
| 11:15 | 18 | 17 | | | 35 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 15 | 10 | | | 25 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 15 | 7 | | | 22 | 23:45 | 2 | 1 | | | 3 |
| TOTALS | 316 | 404 | 0 | 0 | 720 | TOTALS | 697 | 463 | 0 | 0 | 1160 |
| SPLIT % | 44% | 56% | 0% | 0% | 38% | SPLIT % | 60% | 40% | 0% | 0% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 5 | | | 9 |
| 01:00 | 02:00 | 5 | 1 | | | 6 |
| 02:00 | 03:00 | 1 | 1 | | | 2 |
| 03:00 | 04:00 | 3 | 1 | | | 4 |
| 04:00 | 05:00 | 4 | 7 | | | 11 |
| 05:00 | 06:00 | 11 | 21 | | | 32 |
| 06:00 | 07:00 | 23 | 44 | | | 67 |
| 07:00 | 08:00 | 60 | 93 | | | 153 |
| 08:00 | 09:00 | 43 | 82 | | | 125 |
| 09:00 | 10:00 | 46 | 64 | | | 110 |
| 10:00 | 11:00 | 56 | 43 | | | 99 |
| 11:00 | 12:00 | 60 | 42 | | | 102 |
| 12:00 | 13:00 | 88 | 69 | | | 157 |
| 13:00 | 14:00 | 56 | 67 | | | 123 |
| 14:00 | 15:00 | 65 | 51 | | | 116 |
| 15:00 | 16:00 | 85 | 36 | | | 121 |
| 16:00 | 17:00 | 95 | 48 | | | 143 |
| 17:00 | 18:00 | 122 | 58 | | | 180 |
| 18:00 | 19:00 | 79 | 44 | | | 123 |
| 19:00 | 20:00 | 48 | 29 | | | 77 |
| 20:00 | 21:00 | 25 | 26 | | | 51 |
| 21:00 | 22:00 | 16 | 20 | | | 36 |
| 22:00 | 23:00 | 13 | 12 | | | 25 |
| 23:00 | 00:00 | 5 | 3 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 316 | 404 | | | 720 |
| Peak Hour | 10:45 | 7:30 | | | 7:00 |
| Peak Volume | 61 | 95 | | | 153 |
| Peak Hour Factor | 0.847 | 0.792 | | | 0.911 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 697 | 463 | | | 1160 |
| Peak Hour | 16:45 | 12:15 | | | 16:45 |
| Peak Volume | 134 | 73 | | | 188 |
| Peak Hour Factor | 0.779 | 0.730 | | | 0.797 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 103 | 175 | | | 278 |
| Peak Hour | 7:00 | 7:30 | | | 7:00 |
| Peak Volume | 60 | 95 | | | 153 |
| Peak Hour Factor | 0.714 | 0.792 | | | 0.911 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 217 | 106 | | | 323 |
| Peak Hour | 16:45 | 17:00 | | | 16:45 |
| Peak Volume | 134 | 58 | | | 188 |
| Peak Hour Factor | 0.779 | 0.853 | | | 0.797 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_001

### HOURLY BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 2 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 2 | 7 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 5 | 12 | 16 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:00 | 0 | 6 | 14 | 12 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 9:00 | 0 | 5 | 13 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 3 | 2 | 8 | 8 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 4 | 8 | 24 | 17 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:00 | 2 | 12 | 26 | 23 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 13:00 | 1 | 5 | 13 | 15 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 2 | 11 | 18 | 19 | 20 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 79 |
| 15:00 | 0 | 5 | 14 | 13 | 10 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:00 | 2 | 2 | 14 | 19 | 16 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 66 |
| 17:00 | 0 | 4 | 24 | 21 | 7 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 18:00 | 1 | 3 | 10 | 14 | 13 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:00 | 1 | 2 | 8 | 5 | 13 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:00 | 0 | 0 | 3 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 1 | 3 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 16 | 82 | 220 | 217 | 185 | 76 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 826 |
| % of Totals | 2% | 10% | 27% | 26% | 22% | 9% | 3% | 1% | | | | | | 100% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 1 | 1 | 1 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 2 | 0 | 6 | 8 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 1 | 8 | 17 | 30 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 8:00 | 3 | 5 | 8 | 12 | 24 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 9:00 | 1 | 6 | 11 | 7 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 0 | 2 | 5 | 8 | 14 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 1 | 4 | 13 | 10 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:00 | 0 | 1 | 20 | 13 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 1 | 2 | 13 | 18 | 20 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:00 | 0 | 3 | 10 | 8 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 0 | 12 | 20 | 11 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 16:00 | 0 | 5 | 7 | 8 | 17 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 2 | 4 | 5 | 13 | 12 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:00 | 0 | 4 | 4 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 5 | 6 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 2 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 11 | 61 | 146 | 153 | 195 | 110 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 710 |
| % of Totals | 2% | 9% | 21% | 22% | 27% | 15% | 4% | 1% | | | | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 5 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 1 | 3 | 3 | 8 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 2 | 2 | 13 | 12 | 11 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 7:00 | 0 | 6 | 20 | 33 | 38 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 8:00 | 3 | 11 | 22 | 24 | 33 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 9:00 | 1 | 11 | 24 | 14 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 10:00 | 3 | 4 | 13 | 16 | 26 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 78 |
| 11:00 | 5 | 12 | 37 | 27 | 24 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 12:00 | 2 | 13 | 46 | 36 | 31 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 13:00 | 2 | 7 | 26 | 33 | 35 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 124 |
| 14:00 | 2 | 14 | 28 | 27 | 29 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| 15:00 | 0 | 17 | 34 | 24 | 19 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:00 | 2 | 7 | 21 | 27 | 33 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:00 | 2 | 8 | 29 | 34 | 19 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 18:00 | 1 | 7 | 14 | 17 | 16 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:00 | 1 | 7 | 14 | 11 | 22 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 20:00 | 0 | 2 | 4 | 7 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 1 | 6 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 1 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 1 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 27 | 143 | 366 | 370 | 380 | 186 | 53 | 11 | 0 | 0 | 0 | 0 | 0 | 1,536 |
| % of Totals | 2% | 9% | 24% | 24% | 25% | 12% | 3% | 1% | | | | | | 100% |

### STATISTICS

**NORTHBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 7 | 36 | 82 | 75 | 59 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| % | 1% | 4% | 10% | 9% | 7% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 10:30 | 11:45 | 11:00 | 11:30 | 11:45 | 10:15 | 10:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 5 | 13 | 24 | 26 | 20 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 12:00 - 24:00 | 9 | 46 | 138 | 142 | 126 | 54 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 540 |
| % | 1% | 6% | 17% | 17% | 15% | 7% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 12:15 | 12:00 | 12:15 | 12:00 | 12:00 | 16:30 | 15:30 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 3 | 12 | 28 | 23 | 22 | 14 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:00 - 09:00 | 0 | 11 | 26 | 28 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| % | 0% | 1% | 3% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 9 | 14 | 16 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 - 18:00 | 2 | 6 | 38 | 40 | 23 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 136 |
| % | 0% | 1% | 5% | 5% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:30 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 2 | 5 | 24 | 21 | 17 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 77 |

**SOUTHBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 8 | 22 | 55 | 66 | 102 | 56 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 330 |
| % | 1% | 3% | 7% | 8% | 12% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 8:00 | 8:15 | 11:15 | 7:30 | 7:00 | 8:00 | 7:00 | 5:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:15 |
| Peak Volume | 3 | 6 | 16 | 18 | 30 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:00 - 24:00 | 3 | 39 | 91 | 87 | 93 | 54 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 380 |
| % | 0% | 5% | 11% | 11% | 11% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 17:00 | 15:15 | 12:00 | 13:00 | 12:45 | 12:15 | 16:45 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 2 | 14 | 20 | 18 | 20 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:00 - 09:00 | 3 | 6 | 16 | 29 | 54 | 28 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| % | 0% | 1% | 2% | 4% | 7% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 8:00 | 8:00 | 7:30 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 3 | 5 | 9 | 18 | 30 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 16:00 - 18:00 | 2 | 9 | 12 | 21 | 29 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 92 |
| % | 0% | 1% | 1% | 3% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 17:00 | 16:00 | 16:00 | 16:45 | 16:15 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 2 | 5 | 7 | 14 | 18 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |

**TOTALS**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 15 | 58 | 137 | 141 | 161 | 78 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 616 |
| % | 2% | 7% | 17% | 17% | 19% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 10:30 | 11:45 | 11:15 | 11:30 | 7:00 | 8:00 | 7:00 | 5:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 6 | 14 | 38 | 42 | 38 | 22 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 141 |
| 12:00 - 24:00 | 12 | 85 | 229 | 229 | 219 | 108 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 920 |
| % | 1% | 10% | 28% | 28% | 27% | 13% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 111% |
| Peak Hour | 12:30 | 15:15 | 12:00 | 12:00 | 12:45 | 16:45 | 16:30 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 4 | 18 | 46 | 36 | 39 | 23 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 147 |
| 07:00 - 09:00 | 3 | 17 | 42 | 57 | 71 | 35 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| % | 0% | 2% | 5% | 7% | 9% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 8:00 | 7:30 | 8:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 3 | 13 | 22 | 33 | 38 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 16:00 - 18:00 | 4 | 15 | 50 | 61 | 52 | 31 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 228 |
| % | 0% | 2% | 6% | 7% | 6% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:45 | 16:15 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 2 | 8 | 29 | 35 | 35 | 23 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 132 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 21 | 27 | 27 | 35 | 39 | 826 |
| SOUTHBOUND | 21 | 29 | 29 | 37 | 40 | 710 |
| TOTALS | 21 | 28 | 28 | 36 | 40 | 1536 |

### 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:15 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:15 | 0 | 0 | 4 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 | 0 | 2 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 1 | 1 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 3 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 0 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 4 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 2 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 2 | 0 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 1 | 0 | 3 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 3 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:15 | 4 | 0 | 5 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:30 | 0 | 2 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 3 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 4 | 5 | 8 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 0 | 1 | 6 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 1 | 5 | 7 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 1 | 2 | 8 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 1 | 1 | 7 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 2 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 4 | 3 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 0 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 3 | 5 | 5 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:45 | 2 | 4 | 4 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 1 | 7 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 3 | 3 | 3 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 1 | 0 | 6 | 5 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 0 | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 1 | 2 | 4 | 7 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 0 | 1 | 6 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 1 | 8 | 4 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:15 | 0 | 2 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 1 | 9 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:45 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 1 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 1 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 1 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 1 | 2 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 2 | 3 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 1 | 0 | 1 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 16 | 82 | 220 | 217 | 185 | 76 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 826 |
| % of Totals | 2% | 10% | 27% | 26% | 22% | 9% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 0 | 0 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 5 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 0 | 1 | 4 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:15 | 0 | 0 | 3 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 1 | 3 | 3 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:45 | 0 | 0 | 1 | 7 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:00 | 1 | 3 | 1 | 4 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:15 | 0 | 0 | 4 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:30 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 2 | 2 | 3 | 3 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 9:00 | 1 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 2 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 1 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 3 | 2 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 2 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 0 | 3 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 0 | 0 | 2 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 4 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 0 | 3 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 1 | 5 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 8 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 1 | 2 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 1 | 1 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | 0 | 0 | 3 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 0 | 4 | 6 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 1 | 2 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 2 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 1 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 1 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 6 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 4 | 5 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 5 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 3 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 2 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 3 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 1 | 1 | 4 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 1 | 1 | 2 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 1 | 1 | 4 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:30 | 0 | 1 | 2 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 1 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 2 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 11 | 61 | 146 | 153 | 195 | 110 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 710 |
| % of Totals | 2% | 9% | 21% | 22% | 27% | 15% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 2 | 1 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 2 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 2 | 1 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:45 | 0 | 0 | 6 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 0 | 5 | 11 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:15 | 0 | 0 | 7 | 7 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 4 | 5 | 7 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:45 | 0 | 2 | 3 | 8 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 1 | 4 | 2 | 9 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 | 0 | 3 | 8 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:30 | 0 | 2 | 5 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:45 | 2 | 2 | 7 | 5 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 9:00 | 1 | 5 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 2 | 5 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 0 | 6 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 4 | 10 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 3 | 2 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:15 | 2 | 0 | 2 | 4 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:30 | 1 | 1 | 4 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 0 | 5 | 3 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 1 | 5 | 8 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:15 | 4 | 2 | 12 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:30 | 0 | 2 | 9 | 9 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:45 | 0 | 3 | 8 | 9 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:00 | 0 | 4 | 9 | 14 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:15 | 0 | 1 | 9 | 10 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:30 | 1 | 6 | 12 | 5 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:45 | 1 | 2 | 16 | 7 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 1 | 2 | 9 | 10 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:15 | 1 | 2 | 7 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:30 | 0 | 2 | 4 | 6 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:45 | 0 | 1 | 6 | 7 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 5 | 5 | 12 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 14:15 | 0 | 0 | 8 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 4 | 10 | 5 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 14:45 | 2 | 5 | 5 | 4 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:00 | 0 | 1 | 9 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 5 | 12 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:30 | 0 | 5 | 3 | 4 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 6 | 10 | 10 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 1 | 2 | 8 | 6 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 2 | 4 | 1 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 1 | 2 | 7 | 10 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:45 | 0 | 1 | 2 | 10 | 12 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 1 | 2 | 10 | 6 | 7 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:15 | 0 | 3 | 3 | 8 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 2 | 11 | 11 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:45 | 1 | 1 | 5 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 2 | 1 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 2 | 3 | 6 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:30 | 1 | 2 | 8 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 0 | 1 | 2 | 4 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 4 | 5 | 4 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:15 | 1 | 0 | 3 | 2 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 2 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 2 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 27 | 143 | 366 | 370 | 380 | 186 | 53 | 11 | 0 | 0 | 0 | 0 | 0 | 1,536 |
| % of Totals | 2% | 9% | 24% | 24% | 25% | 12% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 826 | 710 | 0 | 0 | 1,536 |

DAILY TOTALS

### 15-Minutes Interval

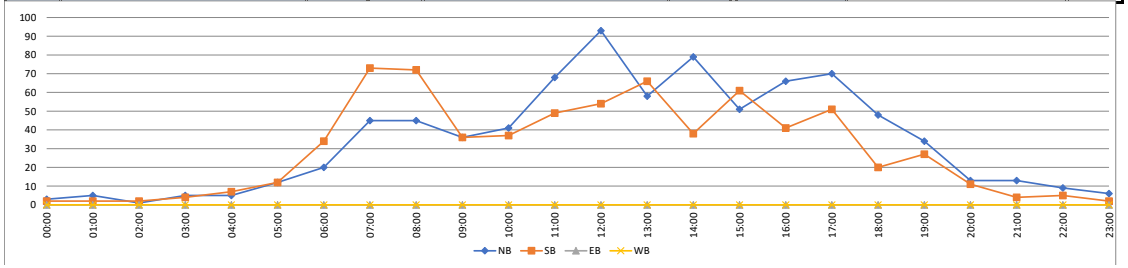
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 27 | 13 | | | 40 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 20 | 13 | | | 33 |
| 0:30 | 2 | 2 | | | 4 | 12:30 | 21 | 15 | | | 36 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 25 | 13 | | | 38 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 22 | 16 | | | 38 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 14 | 17 | | | 31 |
| 1:30 | 3 | 0 | | | 3 | 13:30 | 15 | 17 | | | 32 |
| 1:45 | 1 | 2 | | | 3 | 13:45 | 7 | 16 | | | 23 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 23 | 10 | | | 33 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 10 | 11 | | | 21 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 24 | 9 | | | 33 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 22 | 8 | | | 30 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 8 | 13 | | | 21 |
| 3:15 | 1 | 1 | | | 2 | 15:15 | 17 | 15 | | | 32 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 9 | 14 | | | 23 |
| 3:45 | 3 | 2 | | | 5 | 15:45 | 17 | 19 | | | 36 |
| 4:00 | 0 | 2 | | | 2 | 16:00 | 19 | 9 | | | 28 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 8 | 8 | | | 16 |
| 4:30 | 1 | 2 | | | 3 | 16:30 | 21 | 13 | | | 34 |
| 4:45 | 4 | 3 | | | 7 | 16:45 | 18 | 11 | | | 29 |
| 5:00 | 2 | 1 | | | 3 | 17:00 | 26 | 14 | | | 40 |
| 5:15 | 2 | 3 | | | 5 | 17:15 | 11 | 17 | | | 28 |
| 5:30 | 3 | 5 | | | 8 | 17:30 | 22 | 13 | | | 35 |
| 5:45 | 5 | 3 | | | 8 | 17:45 | 11 | 7 | | | 18 |
| 6:00 | 8 | 4 | | | 12 | 18:00 | 11 | 4 | | | 15 |
| 6:15 | 4 | 6 | | | 10 | 18:15 | 12 | 7 | | | 19 |
| 6:30 | 4 | 9 | | | 13 | 18:30 | 12 | 6 | | | 18 |
| 6:45 | 4 | 15 | | | 19 | 18:45 | 13 | 3 | | | 16 |
| 7:00 | 13 | 16 | | | 29 | 19:00 | 12 | 10 | | | 22 |
| 7:15 | 10 | 16 | | | 26 | 19:15 | 11 | 7 | | | 18 |
| 7:30 | 11 | 20 | | | 31 | 19:30 | 6 | 8 | | | 14 |
| 7:45 | 11 | 21 | | | 32 | 19:45 | 5 | 2 | | | 7 |
| 8:00 | 11 | 19 | | | 30 | 20:00 | 8 | 3 | | | 11 |
| 8:15 | 11 | 15 | | | 26 | 20:15 | 3 | 1 | | | 4 |
| 8:30 | 12 | 6 | | | 18 | 20:30 | 2 | 4 | | | 6 |
| 8:45 | 11 | 32 | | | 43 | 20:45 | 0 | 3 | | | 3 |
| 9:00 | 5 | 10 | | | 15 | 21:00 | 3 | 1 | | | 4 |
| 9:15 | 7 | 9 | | | 16 | 21:15 | 1 | 1 | | | 2 |
| 9:30 | 11 | 6 | | | 17 | 21:30 | 5 | 1 | | | 6 |
| 9:45 | 13 | 11 | | | 24 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 7 | 6 | | | 13 | 22:00 | 4 | 1 | | | 5 |
| 10:15 | 15 | 9 | | | 24 | 22:15 | 4 | 0 | | | 4 |
| 10:30 | 10 | 9 | | | 19 | 22:30 | 0 | 2 | | | 2 |
| 10:45 | 9 | 13 | | | 22 | 22:45 | 1 | 2 | | | 3 |
| 11:00 | 16 | 8 | | | 24 | 23:00 | 4 | 0 | | | 4 |
| 11:15 | 19 | 15 | | | 34 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 18 | 9 | | | 27 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 15 | 17 | | | 32 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 286 | 330 | 0 | 0 | 616 | TOTALS | 540 | 380 | 0 | 0 | 920 |
| SPLIT % | 46% | 54% | 0% | 0% | 40% | SPLIT % | 59% | 41% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 2 | | | 5 |
| 01:00 | 02:00 | 5 | 2 | | | 7 |
| 02:00 | 03:00 | 1 | 2 | | | 3 |
| 03:00 | 04:00 | 5 | 4 | | | 9 |
| 04:00 | 05:00 | 5 | 7 | | | 12 |
| 05:00 | 06:00 | 12 | 12 | | | 24 |
| 06:00 | 07:00 | 20 | 34 | | | 54 |
| 07:00 | 08:00 | 45 | 73 | | | 118 |
| 08:00 | 09:00 | 45 | 72 | | | 117 |
| 09:00 | 10:00 | 36 | 36 | | | 72 |
| 10:00 | 11:00 | 41 | 37 | | | 78 |
| 11:00 | 12:00 | 68 | 49 | | | 117 |
| 12:00 | 13:00 | 93 | 54 | | | 147 |
| 13:00 | 14:00 | 58 | 66 | | | 124 |
| 14:00 | 15:00 | 79 | 38 | | | 117 |
| 15:00 | 16:00 | 51 | 61 | | | 112 |
| 16:00 | 17:00 | 66 | 41 | | | 107 |
| 17:00 | 18:00 | 70 | 51 | | | 121 |
| 18:00 | 19:00 | 48 | 20 | | | 68 |
| 19:00 | 20:00 | 34 | 27 | | | 61 |
| 20:00 | 21:00 | 13 | 11 | | | 24 |
| 21:00 | 22:00 | 13 | 4 | | | 17 |
| 22:00 | 23:00 | 9 | 5 | | | 14 |
| 23:00 | 00:00 | 6 | 2 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 286 | 330 | | | 616 |
| Peak Hour | 11:00 | 7:15 | | | 7:15 |
| Peak Volume | 68 | 76 | | | 119 |
| Peak Hour Factor | 0.895 | 0.905 | | | 0.930 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 540 | 380 | | | 920 |
| Peak Hour | 12:00 | 13:00 | | | 12:00 |
| Peak Volume | 93 | 66 | | | 147 |
| Peak Hour Factor | 0.861 | 0.971 | | | 0.919 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 90 | 145 | | | 235 |
| Peak Hour | 7:00 | 7:15 | | | 7:15 |
| Peak Volume | 45 | 76 | | | 119 |
| Peak Hour Factor | 0.865 | 0.905 | | | 0.930 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 136 | 92 | | | 228 |
| Peak Hour | 16:45 | 16:30 | | | 16:45 |
| Peak Volume | 77 | 55 | | | 132 |
| Peak Hour Factor | 0.740 | 0.809 | | | 0.825 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Saturday **City:** Manassas

**Date:** 3/16/2024 **Project #:** VA24_260055_001

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 0:00 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:00 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 1 | 2 | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 4 | 5 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 6 | 9 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 2 | 1 | 2 | 3 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 3 | 5 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 4 | 7 | 4 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 9:00 | 2 | 2 | 5 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 5 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 4 | 5 | 7 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 0 | 6 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 4 | 7 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 10 | 13 | 12 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 11:00 | 3 | 3 | 7 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 8 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 3 | 15 | 7 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:00 | 0 | 1 | 12 | 7 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 5 | 8 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 6 | 20 | 12 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 13:00 | 1 | 2 | 8 | 8 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 1 | 6 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 3 | 14 | 18 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 1 | 2 | 7 | 13 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 2 | 2 | 7 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 4 | 9 | 20 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 15:00 | 1 | 5 | 10 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 3 | 3 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 8 | 13 | 13 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:00 | 0 | 3 | 13 | 9 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 1 | 3 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 4 | 16 | 14 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:00 | 0 | 2 | 6 | 10 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 2 | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 4 | 9 | 14 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 18:00 | 1 | 3 | 8 | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 1 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 4 | 9 | 13 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 0 | 1 | 12 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 3 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 15 | 9 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 3 | 4 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 4 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 8 | 10 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:00 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 4 | 6 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 2 | 5 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 7 | 7 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23:00 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 11 | 41 | 117 | 101 | 70 | 44 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 9 | 26 | 63 | 88 | 84 | 44 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 324 | 20 | 67 | 180 | 189 | 154 | 88 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 724 |
| % of Totals | 3% | 10% | 29% | 25% | 18% | 11% | 4% | | | | | | | 100% | 3% | 8% | 19% | 27% | 26% | 14% | 3% | | | | | | | 100% | 3% | 9% | 25% | 26% | 21% | 12% | 4% | | | | | | | 100% |

### STATISTICS

| Period | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | T 5-15 | T 15-20 | T 20-25 | T 25-30 | T 30-35 | T 35-40 | T 40-45 | T 45-50 | T 50-55 | T 55-60 | T 60-65 | T 65-70 | T 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 7 | 15 | 29 | 22 | 25 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 10 | 26 | 27 | 31 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 7 | 25 | 55 | 49 | 56 | 32 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| % | 2% | 4% | 7% | 6% | 6% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 29% | 0% | 3% | 7% | 7% | 8% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 2% | 6% | 14% | 12% | 14% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 11:00 | 10:30 | 11:45 | 11:45 | 7:15 | 7:30 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 0:00 | 9:15 | 11:15 | 11:45 | 9:15 | 10:15 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 9:30 | 11:00 | 9:45 | 11:45 | 11:45 | 9:15 | 7:30 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 3 | 8 | 12 | 8 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 9 | 8 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 11 | 19 | 16 | 15 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:00 - 24:00 | 4 | 26 | 88 | 79 | 45 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 9 | 16 | 37 | 61 | 53 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 13 | 42 | 125 | 140 | 98 | 56 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 489 |
| % | 1% | 7% | 22% | 20% | 11% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 71% | 2% | 4% | 9% | 15% | 13% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 51% | 3% | 11% | 31% | 35% | 25% | 14% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 122% |
| Peak Hour | 13:45 | 15:15 | 15:30 | 14:00 | 16:45 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 | 14:30 | 12:00 | 12:00 | 13:00 | 12:00 | 14:00 | 20:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 | 13:45 | 15:15 | 12:00 | 13:30 | 16:45 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 2 | 6 | 13 | 13 | 13 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 3 | 5 | 8 | 10 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 4 | 10 | 20 | 20 | 16 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 - 09:00 | 2 | 2 | 4 | 7 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 9 | 6 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 2 | 5 | 13 | 13 | 17 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| % | 1% | 1% | 1% | 2% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 1% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 1% | 1% | 3% | 3% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 7:45 | 7:30 | 7:15 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:30 | 7:30 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:30 | 7:30 | 7:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 2 | 2 | 4 | 4 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 3 | 7 | 5 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 5 | 11 | 9 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 - 18:00 | 0 | 5 | 19 | 19 | 14 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 4 | 3 | 6 | 9 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 4 | 8 | 25 | 28 | 20 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| % | 0% | 1% | 5% | 5% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% | 1% | 1% | 2% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 1% | 2% | 6% | 7% | 5% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 16:45 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 3 | 13 | 12 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 3 | 2 | 4 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 4 | 16 | 16 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | 20 | 27 | 27 | 35 | 40 | 400 |
| SOUTHBOUND | 21 | 29 | 28 | 36 | 39 | 324 |
| TOTALS | 21 | 28 | 28 | 35 | 39 | 724 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | T 5-15 | T 15-20 | T 20-25 | T 25-30 | T 30-35 | T 35-40 | T 40-45 | T 45-50 | T 50-55 | T 55-60 | T 60-65 | T 65-70 | T 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 3 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 1 | 4 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 4 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 4 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 1 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 7 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 0 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 5 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:45 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 5 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 2 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 0 | 1 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 2 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 1 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 2 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 1 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 0 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 5 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 1 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 3 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 1 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 2 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 1 | 1 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 1 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 3 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 11 | 41 | 117 | 101 | 70 | 44 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 9 | 26 | 63 | 88 | 84 | 44 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 324 | 20 | 67 | 180 | 189 | 154 | 88 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 724 |
| % of Totals | 3% | 10% | 29% | 25% | 18% | 11% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 3% | 8% | 19% | 27% | 26% | 14% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 3% | 9% | 25% | 26% | 21% | 12% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 400 | 324 | 0 | 0 | 724 |

DAILY TOTALS

### 15-Minutes Interval

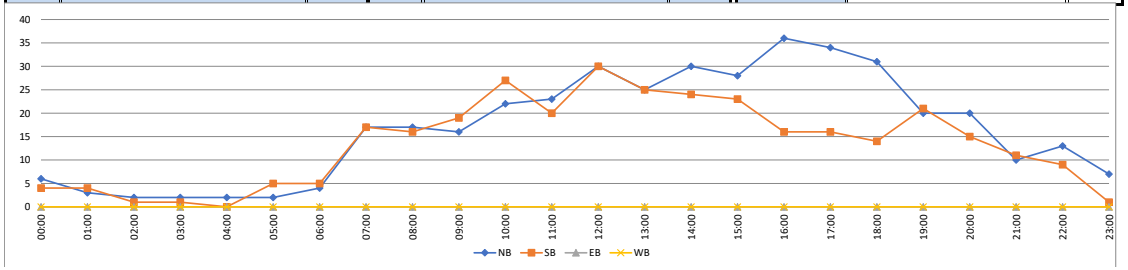
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | | | 1 | 12:00 | 10 | 14 | | | 24 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 8 | 2 | | | 10 |
| 0:30 | 1 | 2 | | | 3 | 12:30 | 7 | 6 | | | 13 |
| 0:45 | 3 | 1 | | | 4 | 12:45 | 5 | 8 | | | 13 |
| 1:00 | 1 | 4 | | | 5 | 13:00 | 10 | 5 | | | 15 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 1 | 4 | | | 5 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 7 | 6 | | | 13 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 7 | 10 | | | 17 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 6 | 6 | | | 12 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 11 | 2 | | | 13 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 5 | 7 | | | 12 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 8 | 9 | | | 17 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 3 | 6 | | | 9 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 7 | 9 | | | 16 |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 8 | 4 | | | 12 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 10 | 4 | | | 14 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 8 | 7 | | | 15 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 8 | 0 | | | 8 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 7 | 6 | | | 13 |
| 4:45 | 2 | 0 | | | 2 | 16:45 | 13 | 3 | | | 16 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 12 | 2 | | | 14 |
| 5:15 | 0 | 2 | | | 2 | 17:15 | 8 | 7 | | | 15 |
| 5:30 | 1 | 1 | | | 2 | 17:30 | 10 | 4 | | | 14 |
| 5:45 | 1 | 2 | | | 3 | 17:45 | 4 | 3 | | | 7 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 12 | 0 | | | 12 |
| 6:15 | 0 | 0 | | | 0 | 18:15 | 7 | 4 | | | 11 |
| 6:30 | 1 | 1 | | | 2 | 18:30 | 4 | 4 | | | 8 |
| 6:45 | 3 | 4 | | | 7 | 18:45 | 8 | 6 | | | 14 |
| 7:00 | 3 | 3 | | | 6 | 19:00 | 4 | 8 | | | 12 |
| 7:15 | 3 | 4 | | | 7 | 19:15 | 4 | 5 | | | 9 |
| 7:30 | 5 | 3 | | | 8 | 19:30 | 4 | 4 | | | 8 |
| 7:45 | 6 | 7 | | | 13 | 19:45 | 8 | 4 | | | 12 |
| 8:00 | 6 | 2 | | | 8 | 20:00 | 4 | 6 | | | 10 |
| 8:15 | 7 | 9 | | | 16 | 20:15 | 5 | 3 | | | 8 |
| 8:30 | 3 | 4 | | | 7 | 20:30 | 8 | 2 | | | 10 |
| 8:45 | 1 | 1 | | | 2 | 20:45 | 3 | 4 | | | 7 |
| 9:00 | 1 | 2 | | | 3 | 21:00 | 3 | 6 | | | 9 |
| 9:15 | 4 | 4 | | | 8 | 21:15 | 3 | 4 | | | 7 |
| 9:30 | 2 | 7 | | | 9 | 21:30 | 3 | 0 | | | 3 |
| 9:45 | 9 | 6 | | | 15 | 21:45 | 1 | 1 | | | 2 |
| 10:00 | 1 | 10 | | | 11 | 22:00 | 9 | 1 | | | 10 |
| 10:15 | 5 | 7 | | | 12 | 22:15 | 0 | 2 | | | 2 |
| 10:30 | 9 | 4 | | | 13 | 22:30 | 3 | 3 | | | 6 |
| 10:45 | 7 | 6 | | | 13 | 22:45 | 1 | 3 | | | 4 |
| 11:00 | 4 | 8 | | | 12 | 23:00 | 4 | 1 | | | 5 |
| 11:15 | 7 | 5 | | | 12 | 23:15 | 3 | 0 | | | 3 |
| 11:30 | 4 | 1 | | | 5 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 8 | 6 | | | 14 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 116 | 119 | 0 | 0 | 235 | TOTALS | 284 | 205 | 0 | 0 | 489 |
| SPLIT % | 49% | 51% | 0% | 0% | 32% | SPLIT % | 58% | 42% | 0% | 0% | 68% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 4 | | | 10 |
| 01:00 | 02:00 | 3 | 4 | | | 7 |
| 02:00 | 03:00 | 2 | 1 | | | 3 |
| 03:00 | 04:00 | 2 | 1 | | | 3 |
| 04:00 | 05:00 | 2 | 0 | | | 2 |
| 05:00 | 06:00 | 2 | 5 | | | 7 |
| 06:00 | 07:00 | 4 | 5 | | | 9 |
| 07:00 | 08:00 | 17 | 17 | | | 34 |
| 08:00 | 09:00 | 17 | 16 | | | 33 |
| 09:00 | 10:00 | 16 | 19 | | | 35 |
| 10:00 | 11:00 | 22 | 27 | | | 49 |
| 11:00 | 12:00 | 23 | 20 | | | 43 |
| 12:00 | 13:00 | 30 | 30 | | | 60 |
| 13:00 | 14:00 | 25 | 25 | | | 50 |
| 14:00 | 15:00 | 30 | 24 | | | 54 |
| 15:00 | 16:00 | 28 | 23 | | | 51 |
| 16:00 | 17:00 | 36 | 16 | | | 52 |
| 17:00 | 18:00 | 34 | 16 | | | 50 |
| 18:00 | 19:00 | 31 | 14 | | | 45 |
| 19:00 | 20:00 | 20 | 21 | | | 41 |
| 20:00 | 21:00 | 20 | 15 | | | 35 |
| 21:00 | 22:00 | 10 | 11 | | | 21 |
| 22:00 | 23:00 | 13 | 9 | | | 22 |
| 23:00 | 00:00 | 7 | 1 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 116 | 119 | | | 235 |
| Peak Hour | 10:30 | 9:30 | | | 9:45 |
| Peak Volume | 27 | 30 | | | 51 |
| Peak Hour Factor | 0.750 | 0.750 | | | 0.850 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 284 | 205 | | | 489 |
| Peak Hour | 16:45 | 14:30 | | | 12:00 |
| Peak Volume | 43 | 31 | | | 60 |
| Peak Hour Factor | 0.827 | 0.861 | | | 0.625 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 34 | 33 | | | 67 |
| Peak Hour | 7:30 | 7:45 | | | 7:30 |
| Peak Volume | 24 | 22 | | | 45 |
| Peak Hour Factor | 0.857 | 0.611 | | | 0.703 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 70 | 32 | | | 102 |
| Peak Hour | 16:45 | 16:30 | | | 16:45 |
| Peak Volume | 43 | 18 | | | 59 |
| Peak Hour Factor | 0.827 | 0.643 | | | 0.922 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Wakeman Ct

**Day:** Sunday **City:** Manassas
**Date:** 3/17/2024 **Project #:** VA24_260055_001

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 1 | 6 | 4 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 0 | 1 | 8 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 1 | 0 | 4 | 8 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 3 | 13 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 2 | 2 | 6 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 1 | 4 | 8 | 18 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 1 | 4 | 8 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 1 | 3 | 12 | 11 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:00 | 1 | 2 | 7 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:00 | 0 | 1 | 7 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 1 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 1 | 2 | 3 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 11 | 28 | 86 | 94 | 73 | 24 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 327 |
| % of Totals | 3% | 9% | 26% | 29% | 22% | 7% | 2% | 1% | | | | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 1 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 2 | 1 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 1 | 4 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 1 | 1 | 5 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 1 | 14 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 0 | 0 | 3 | 5 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 4 | 11 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 1 | 4 | 6 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 0 | 0 | 10 | 7 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 1 | 2 | 4 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 2 | 5 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 18 | 65 | 66 | 82 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % of Totals | 1% | 7% | 24% | 24% | 30% | 11% | 3% | | | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 1 | 1 | 2 | 5 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 3 | 7 | 4 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 1 | 5 | 13 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:00 | 2 | 1 | 9 | 15 | 11 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 0 | 4 | 27 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 2 | 2 | 9 | 11 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:00 | 1 | 8 | 19 | 27 | 18 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 15:00 | 2 | 8 | 14 | 15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 | 1 | 3 | 22 | 18 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 17:00 | 2 | 4 | 11 | 7 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 18:00 | 0 | 1 | 9 | 9 | 11 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 19:00 | 0 | 1 | 4 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:00 | 1 | 3 | 4 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 1 | 2 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 15 | 46 | 151 | 160 | 155 | 53 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 600 |
| % of Totals | 3% | 8% | 25% | 27% | 26% | 9% | 3% | 1% | | | | | | 100% |

### STATISTICS

NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 3 | 17 | 28 | 24 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 85 |
| % | 1% | 1% | 5% | 9% | 7% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 26% |
| Peak Hour | 2:30 | 11:30 | 11:45 | 10:30 | 9:30 | 11:45 | 9:15 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 2 | 2 | 13 | 10 | 9 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:00 - 24:00 | 7 | 25 | 69 | 66 | 49 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 242 |
| % | 2% | 8% | 21% | 20% | 15% | 6% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 74% |
| Peak Hour | 12:30 | 14:45 | 12:00 | 14:00 | 14:00 | 15:45 | 14:00 | 19:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 6 | 13 | 18 | 12 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| 07:00 - 09:00 | 0 | 1 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % | 0% | 0% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% |
| Peak Hour | 7:00 | 7:45 | 7:15 | 7:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 2 | 5 | 19 | 15 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| % | 1% | 2% | 6% | 5% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 3 | 12 | 11 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |

SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 4 | 13 | 20 | 26 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| % | 1% | 1% | 4% | 6% | 8% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 7:30 | 8:15 | 11:45 | 11:00 | 9:30 | 9:15 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 2 | 15 | 7 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 - 24:00 | 2 | 14 | 52 | 46 | 56 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| % | 1% | 4% | 16% | 14% | 17% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 14:15 | 14:30 | 12:00 | 13:45 | 16:15 | 18:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 1 | 7 | 14 | 10 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:00 - 09:00 | 1 | 0 | 1 | 5 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| % | 0% | 0% | 0% | 2% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:30 | 7:00 | 7:00 | 7:30 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 1 | 0 | 1 | 3 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 - 18:00 | 1 | 2 | 14 | 10 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | 0% | 1% | 4% | 3% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:30 | 16:15 | 16:00 | 16:00 | 16:15 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 2 | 10 | 7 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 7 | 30 | 48 | 50 | 16 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 167 |
| % | 2% | 2% | 9% | 15% | 15% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 2:30 | 11:30 | 11:45 | 11:15 | 9:30 | 9:15 | 9:15 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 2 | 4 | 28 | 16 | 18 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:00 - 24:00 | 9 | 39 | 121 | 112 | 105 | 37 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 433 |
| % | 3% | 12% | 37% | 34% | 32% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 132% |
| Peak Hour | 14:30 | 14:30 | 12:00 | 13:45 | 14:00 | 18:00 | 13:30 | 19:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 3 | 12 | 27 | 27 | 18 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 78 |
| 07:00 - 09:00 | 1 | 1 | 4 | 10 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| % | 0% | 0% | 1% | 3% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:30 | 7:45 | 7:00 | 7:30 | 7:45 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 1 | 1 | 2 | 6 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 - 18:00 | 3 | 7 | 33 | 25 | 33 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| % | 1% | 2% | 10% | 8% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 16:30 | 16:15 | 16:00 | 16:00 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 5 | 22 | 18 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 21 | 27 | 27 | 34 | 39 | 327 |
| SOUTHBOUND | 21 | 29 | 28 | 35 | 39 | 273 |
| TOTALS | 21 | 28 | 28 | 34 | 39 | 600 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 1 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 2 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 2 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 1 | 2 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 3 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 1 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 1 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 1 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 11 | 28 | 86 | 94 | 73 | 24 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 327 |
| % of Totals | 3% | 9% | 26% | 29% | 22% | 7% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 1 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 1 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:15 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 1 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 3 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 0 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 18 | 65 | 66 | 82 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % of Totals | 1% | 7% | 24% | 24% | 30% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 4 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 1 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 1 | 2 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 0 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 1 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:45 | 2 | 1 | 6 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 1 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 2 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:30 | 0 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 1 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 2 | 0 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 1 | 3 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 1 | 2 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 2 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 3 | 9 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:30 | 0 | 3 | 6 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:45 | 1 | 2 | 2 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 1 | 5 | 4 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:30 | 0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 1 | 4 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 1 | 4 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 1 | 1 | 8 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 0 | 0 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 3 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 1 | 0 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 1 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:45 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 2 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 1 | 3 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 1 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 15 | 46 | 151 | 160 | 155 | 53 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 600 |
| % of Totals | 3% | 8% | 25% | 27% | 26% | 9% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Wakeman Ct

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 327 | 273 | 0 | 0 | 600 |

DAILY TOTALS

### 15-Minutes Interval

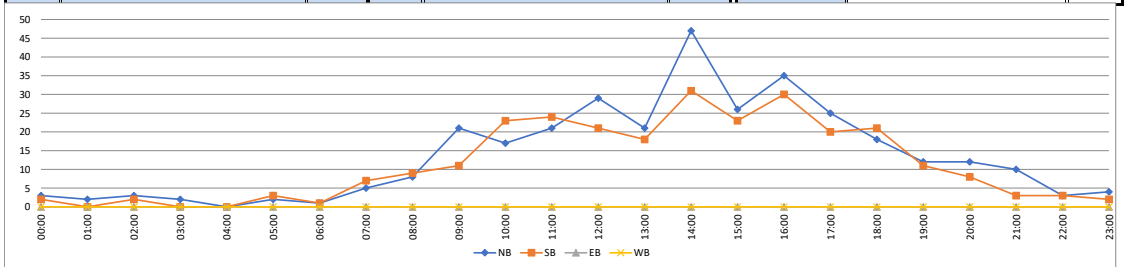
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 2 | | | 4 | 12:00 | 8 | 5 | | | 13 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 7 | 5 | | | 12 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 4 | 6 | | | 10 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 10 | 5 | | | 15 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 2 | 4 | | | 6 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 6 | 6 | | | 12 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 6 | 4 | | | 10 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 7 | 4 | | | 11 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 12 | 2 | | | 14 |
| 2:15 | 1 | 1 | | | 2 | 14:15 | 12 | 10 | | | 22 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 9 | 15 | | | 24 |
| 2:45 | 1 | 1 | | | 2 | 14:45 | 14 | 4 | | | 18 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 7 | | | 7 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 15 | 6 | | | 21 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 6 | 6 | | | 12 |
| 3:45 | 1 | 0 | | | 1 | 15:45 | 5 | 4 | | | 9 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 10 | 6 | | | 16 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 12 | 4 | | | 16 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 8 | 9 | | | 17 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 5 | 11 | | | 16 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 6 | 7 | | | 13 |
| 5:15 | 0 | 1 | | | 1 | 17:15 | 5 | 6 | | | 11 |
| 5:30 | 1 | 1 | | | 2 | 17:30 | 9 | 3 | | | 12 |
| 5:45 | 1 | 1 | | | 2 | 17:45 | 5 | 4 | | | 9 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 7 | 4 | | | 11 |
| 6:15 | 1 | 0 | | | 1 | 18:15 | 3 | 7 | | | 10 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 4 | 2 | | | 6 |
| 6:45 | 0 | 1 | | | 1 | 18:45 | 4 | 8 | | | 12 |
| 7:00 | 1 | 2 | | | 3 | 19:00 | 5 | 6 | | | 11 |
| 7:15 | 2 | 0 | | | 2 | 19:15 | 4 | 1 | | | 5 |
| 7:30 | 0 | 0 | | | 0 | 19:30 | 0 | 2 | | | 2 |
| 7:45 | 2 | 5 | | | 7 | 19:45 | 3 | 2 | | | 5 |
| 8:00 | 4 | 1 | | | 5 | 20:00 | 6 | 2 | | | 8 |
| 8:15 | 1 | 4 | | | 5 | 20:15 | 3 | 0 | | | 3 |
| 8:30 | 2 | 1 | | | 3 | 20:30 | 2 | 3 | | | 5 |
| 8:45 | 1 | 3 | | | 4 | 20:45 | 1 | 3 | | | 4 |
| 9:00 | 2 | 3 | | | 5 | 21:00 | 2 | 1 | | | 3 |
| 9:15 | 5 | 1 | | | 6 | 21:15 | 2 | 1 | | | 3 |
| 9:30 | 7 | 5 | | | 12 | 21:30 | 3 | 0 | | | 3 |
| 9:45 | 7 | 2 | | | 9 | 21:45 | 3 | 1 | | | 4 |
| 10:00 | 2 | 10 | | | 12 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 5 | 6 | | | 11 | 22:15 | 0 | 2 | | | 2 |
| 10:30 | 9 | 5 | | | 14 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 1 | 2 | | | 3 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 3 | 7 | | | 10 | 23:00 | 2 | 0 | | | 2 |
| 11:15 | 5 | 1 | | | 6 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 5 | 5 | | | 10 | 23:30 | 1 | 1 | | | 2 |
| 11:45 | 8 | 11 | | | 19 | 23:45 | 1 | 1 | | | 2 |
| TOTALS | 85 | 82 | 0 | 0 | 167 | TOTALS | 242 | 191 | 0 | 0 | 433 |
| SPLIT % | 51% | 49% | 0% | 0% | 28% | SPLIT % | 56% | 44% | 0% | 0% | 72% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 2 | | | 5 |
| 01:00 | 02:00 | 2 | 0 | | | 2 |
| 02:00 | 03:00 | 3 | 2 | | | 5 |
| 03:00 | 04:00 | 2 | 0 | | | 2 |
| 04:00 | 05:00 | 0 | 0 | | | 0 |
| 05:00 | 06:00 | 2 | 3 | | | 5 |
| 06:00 | 07:00 | 1 | 1 | | | 2 |
| 07:00 | 08:00 | 5 | 7 | | | 12 |
| 08:00 | 09:00 | 8 | 9 | | | 17 |
| 09:00 | 10:00 | 21 | 11 | | | 32 |
| 10:00 | 11:00 | 17 | 23 | | | 40 |
| 11:00 | 12:00 | 21 | 24 | | | 45 |
| 12:00 | 13:00 | 29 | 21 | | | 50 |
| 13:00 | 14:00 | 21 | 18 | | | 39 |
| 14:00 | 15:00 | 47 | 31 | | | 78 |
| 15:00 | 16:00 | 26 | 23 | | | 49 |
| 16:00 | 17:00 | 35 | 30 | | | 65 |
| 17:00 | 18:00 | 25 | 20 | | | 45 |
| 18:00 | 19:00 | 18 | 21 | | | 39 |
| 19:00 | 20:00 | 12 | 11 | | | 23 |
| 20:00 | 21:00 | 12 | 8 | | | 20 |
| 21:00 | 22:00 | 10 | 3 | | | 13 |
| 22:00 | 23:00 | 3 | 3 | | | 6 |
| 23:00 | 00:00 | 4 | 2 | | | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 85 | 82 | | | 167 |
| Peak Hour | 9:45 | 11:00 | | | 9:45 |
| Peak Volume | 23 | 24 | | | 46 |
| Peak Hour Factor | 0.639 | 0.545 | | | 0.821 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 242 | 191 | | | 433 |
| Peak Hour | 14:00 | 14:15 | | | 14:00 |
| Peak Volume | 47 | 36 | | | 78 |
| Peak Hour Factor | 0.839 | 0.600 | | | 0.813 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 13 | 16 | | | 29 |
| Peak Hour | 7:45 | 7:45 | | | 7:45 |
| Peak Volume | 9 | 11 | | | 20 |
| Peak Hour Factor | 0.563 | 0.550 | | | 0.714 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 60 | 50 | | | 110 |
| Peak Hour | 16:00 | 16:30 | | | 16:00 |
| Peak Volume | 35 | 33 | | | 65 |
| Peak Hour Factor | 0.729 | 0.750 | | | 0.956 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Dav: Saturdav
Date: 3/9/2024

Citv: Manassas
Project #: VA24_260055_002

## HOURLY BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:00 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 140 | 61 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| % of Totals | | 67% | 29% | | 4% | | | | | | | | | 100% |

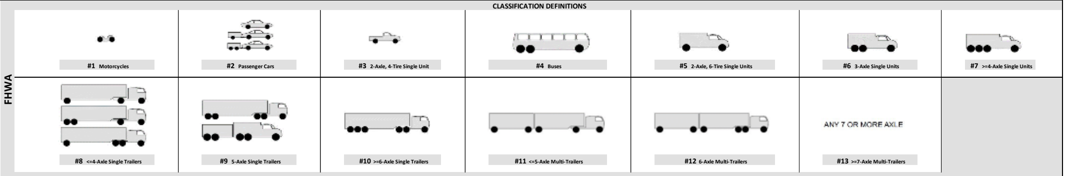
### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 163 | 59 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| % of Totals | | 71% | 26% | | 4% | | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 20 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 19 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 14 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 27 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 | 0 | 38 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 0 | 28 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:00 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 15:00 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 0 | 19 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 0 | 303 | 120 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| % of Totals | | 69% | 27% | | 4% | | | | | | | | | 100% |

## FHWA — CLASSIFICATION DEFINITIONS




## STATISTICS

### EASTBOUND

| Period | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 56 | 29 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| | % | 0% | 27% | 14% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| | Peak Hour | 0:00 | 11:45 | 9:30 | 0:00 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 0 | 21 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:00 - 24:00 | | 0 | 84 | 32 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| | % | 0% | 40% | 15% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| | Peak Hour | 12:00 | 12:00 | 12:15 | 12:00 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 20 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 07:00 - 09:00 | | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | % | 0% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 - 18:00 | | 0 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | % | 0% | 5% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| | Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |

### WESTBOUND

| Period | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 66 | 26 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| | % | 0% | 29% | 11% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| | Peak Hour | 0:00 | 11:15 | 7:00 | 0:00 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| | Peak Volume | 0 | 18 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 - 24:00 | | 0 | 97 | 33 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| | % | 0% | 42% | 14% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| | Peak Hour | 12:00 | 12:00 | 14:30 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 18 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 07:00 - 09:00 | | 0 | 13 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | % | 0% | 6% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| | Peak Hour | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | | 0 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | % | 0% | 9% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| | Peak Hour | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |

### TOTALS

| Period | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 122 | 55 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| | % | 0% | 28% | 12% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| | Peak Hour | 0:00 | 11:45 | 11:30 | 0:00 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 0 | 38 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 - 24:00 | | 0 | 181 | 65 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| | % | 0% | 41% | 15% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| | Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 20:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 38 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 07:00 - 09:00 | | 0 | 32 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| | % | 0% | 7% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 20 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:00 - 18:00 | | 0 | 32 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| | % | 0% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| | Peak Hour | 16:00 | 16:45 | 16:30 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 21 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |

## 15-MINUTE BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 140 | 61 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| % of Totals | | 67% | 29% | | 4% | | | | | | | | | 100% |

### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 163 | 59 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| % of Totals | | 71% | 26% | | 4% | | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 303 | 120 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| % of Totals | | 69% | 27% | | 4% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 210 | 231 | 441 |

DAILY TOTALS

### 15-Minutes Interval

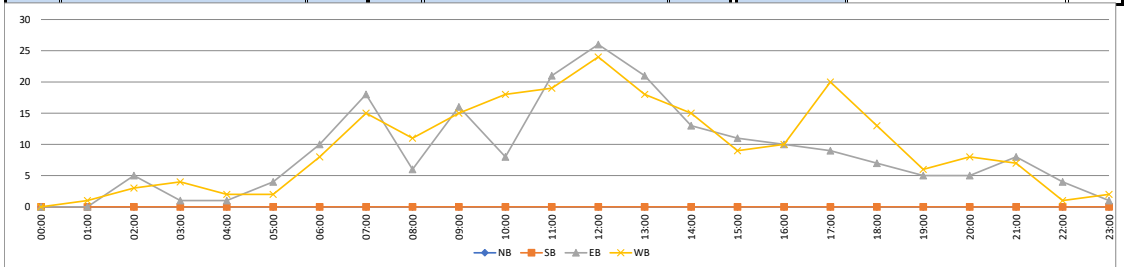
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 6 | 11 | 17 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 10 | 4 | 14 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 5 | 5 | 10 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 4 | 9 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 3 | 6 | 9 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 7 | 6 | 13 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 5 | 3 | 8 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 6 | 3 | 9 |
| 2:00 | | | 0 | 3 | 3 | 14:00 | | | 1 | 4 | 5 |
| 2:15 | | | 3 | 0 | 3 | 14:15 | | | 6 | 3 | 9 |
| 2:30 | | | 1 | 0 | 1 | 14:30 | | | 2 | 3 | 5 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 4 | 5 | 9 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 1 | 2 | 3 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 2 | 4 | 6 |
| 3:30 | | | 1 | 2 | 3 | 15:30 | | | 4 | 2 | 6 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 4 | 1 | 5 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 3 | 2 | 5 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 2 | 1 | 3 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 1 | 3 | 4 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 4 | 4 | 8 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 4 | 8 | 12 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 1 | 5 | 6 |
| 5:30 | | | 2 | 2 | 4 | 17:30 | | | 3 | 4 | 7 |
| 5:45 | | | 2 | 0 | 2 | 17:45 | | | 1 | 3 | 4 |
| 6:00 | | | 3 | 1 | 4 | 18:00 | | | 2 | 6 | 8 |
| 6:15 | | | 0 | 3 | 3 | 18:15 | | | 1 | 3 | 4 |
| 6:30 | | | 6 | 3 | 9 | 18:30 | | | 2 | 4 | 6 |
| 6:45 | | | 1 | 1 | 2 | 18:45 | | | 2 | 0 | 2 |
| 7:00 | | | 6 | 2 | 8 | 19:00 | | | 3 | 2 | 5 |
| 7:15 | | | 4 | 3 | 7 | 19:15 | | | 0 | 2 | 2 |
| 7:30 | | | 4 | 5 | 9 | 19:30 | | | 1 | 0 | 1 |
| 7:45 | | | 4 | 5 | 9 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 1 | 0 | 1 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 3 | 5 | 8 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 2 | 2 | 4 | 20:30 | | | 3 | 2 | 5 |
| 8:45 | | | 0 | 4 | 4 | 20:45 | | | 1 | 2 | 3 |
| 9:00 | | | 1 | 4 | 5 | 21:00 | | | 4 | 0 | 4 |
| 9:15 | | | 2 | 6 | 8 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 5 | 3 | 8 | 21:30 | | | 3 | 3 | 6 |
| 9:45 | | | 8 | 2 | 10 | 21:45 | | | 1 | 3 | 4 |
| 10:00 | | | 1 | 1 | 2 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 4 | 4 | 8 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 3 | 7 | 10 | 22:30 | | | 2 | 0 | 2 |
| 10:45 | | | 0 | 6 | 6 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 6 | 4 | 10 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 4 | 6 | 10 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 4 | 4 | 8 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 7 | 5 | 12 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 90 | 98 | 188 | TOTALS | 0 | 0 | 120 | 133 | 253 |
| SPLIT % | 0% | 0% | 48% | 52% | 43% | SPLIT % | 0% | 0% | 47% | 53% | 57% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 0 | 1 | 1 |
| 02:00 | 03:00 | | | 5 | 3 | 8 |
| 03:00 | 04:00 | | | 1 | 4 | 5 |
| 04:00 | 05:00 | | | 1 | 2 | 3 |
| 05:00 | 06:00 | | | 4 | 2 | 6 |
| 06:00 | 07:00 | | | 10 | 8 | 18 |
| 07:00 | 08:00 | | | 18 | 15 | 33 |
| 08:00 | 09:00 | | | 6 | 11 | 17 |
| 09:00 | 10:00 | | | 16 | 15 | 31 |
| 10:00 | 11:00 | | | 8 | 18 | 26 |
| 11:00 | 12:00 | | | 21 | 19 | 40 |
| 12:00 | 13:00 | | | 26 | 24 | 50 |
| 13:00 | 14:00 | | | 21 | 18 | 39 |
| 14:00 | 15:00 | | | 13 | 15 | 28 |
| 15:00 | 16:00 | | | 11 | 9 | 20 |
| 16:00 | 17:00 | | | 10 | 10 | 20 |
| 17:00 | 18:00 | | | 9 | 20 | 29 |
| 18:00 | 19:00 | | | 7 | 13 | 20 |
| 19:00 | 20:00 | | | 5 | 6 | 11 |
| 20:00 | 21:00 | | | 5 | 8 | 13 |
| 21:00 | 22:00 | | | 8 | 7 | 15 |
| 22:00 | 23:00 | | | 4 | 1 | 5 |
| 23:00 | 00:00 | | | 1 | 2 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 90 | 98 | 188 |
| Peak Hour | | | 11:00 | 10:30 | 11:00 |
| Peak Volume | | | 21 | 23 | 40 |
| Peak Hour Factor | | | 0.750 | 0.821 | 0.833 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 120 | 133 | 253 |
| Peak Hour | | | 12:00 | 12:00 | 12:00 |
| Peak Volume | | | 26 | 24 | 50 |
| Peak Hour Factor | | | 0.650 | 0.545 | 0.735 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 24 | 26 | 50 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 18 | 15 | 33 |
| Peak Hour Factor | | | 0.750 | 0.750 | 0.917 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 19 | 30 | 49 |
| Peak Hour | | | 16:45 | 16:45 | 16:45 |
| Peak Volume | | | 12 | 21 | 33 |
| Peak Hour Factor | | | 0.750 | 0.656 | 0.688 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Day: Sunday
Date: 3/10/2024

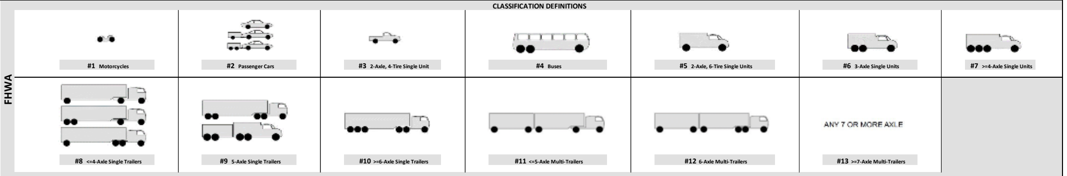
City: Manassas
Project #: VA24 260055 002

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 13 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 18 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 0 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 29 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 20 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 15:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 19:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 0 | 121 | 40 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 2 | 155 | 55 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 2 | 276 | 95 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| % of Totals | | 73% | 24% | 1% | 2% | | | | | | | | | 100% | 1% | 71% | 25% | 0% | 2% | | | | | | | | | 100% | 1% | 72% | 25% | 1% | 2% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 00:00 - 12:00 | 0 | 35 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 47 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 1 | 82 | 27 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| % | 0% | 21% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% | 0% | 22% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 0% | 21% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 0:00 | 11:15 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 9:15 | 11:45 | 9:30 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 9:15 | 11:15 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 23 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 - 24:00 | 0 | 86 | 29 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 1 | 108 | 39 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 1 | 194 | 68 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| % | 0% | 52% | 18% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 71% | 0% | 50% | 18% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% | 0% | 51% | 18% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 12:00 | 13:00 | 12:45 | 14:00 | 20:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 16:30 | 13:45 | 13:30 | 18:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 12:00 | 13:00 | 12:45 | 14:00 | 18:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 0 | 17 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 17 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 29 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 07:00 - 09:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | 0% | 4% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 5% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:15 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:15 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 43 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| % | 0% | 10% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 12% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% | 0% | 11% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |

### 15-MINUTE BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:45 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 121 | 40 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 2 | 155 | 55 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 2 | 276 | 95 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| % of Totals | | 73% | 24% | 1% | 2% | | | | | | | | | 100% | 1% | 71% | 25% | 0% | 2% | | | | | | | | | 100% | 1% | 72% | 25% | 1% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 165 | 217 | 382 |

DAILY TOTALS

### 15-Minutes Interval

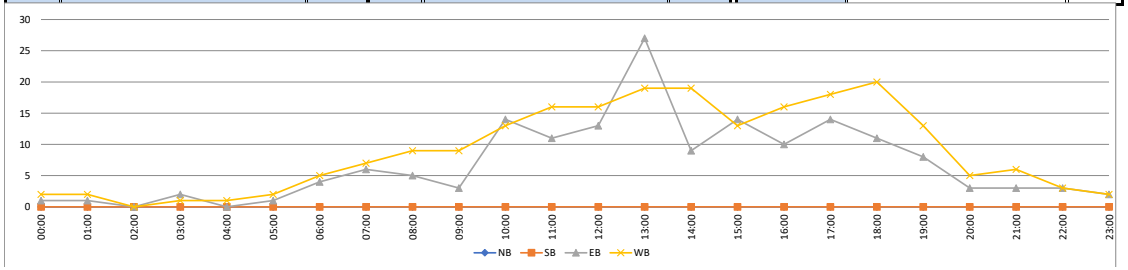
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 1 | 2 | 12:00 | | | 5 | 5 | 10 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 1 | 3 | 4 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 3 | 4 | 7 |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 4 | 4 | 8 |
| 1:00 | | | 1 | 1 | 2 | 13:00 | | | 8 | 8 | 16 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 6 | 5 | 11 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 6 | 2 | 8 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 7 | 4 | 11 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 1 | 8 | 9 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 2 | 4 | 6 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 3 | 4 | 7 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 3 | 3 | 6 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 5 | 5 | 10 |
| 3:15 | | | 1 | 0 | 1 | 15:15 | | | 2 | 1 | 3 |
| 3:30 | | | 0 | 1 | 1 | 15:30 | | | 4 | 2 | 6 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 3 | 5 | 8 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 3 | 6 | 9 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 3 | 2 | 5 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 2 | 2 | 4 |
| 4:45 | | | 0 | 1 | 1 | 16:45 | | | 2 | 6 | 8 |
| 5:00 | | | 1 | 0 | 1 | 17:00 | | | 4 | 10 | 14 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 4 | 3 | 7 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 5 | 2 | 7 |
| 5:45 | | | 0 | 0 | 0 | 17:45 | | | 1 | 3 | 4 |
| 6:00 | | | 1 | 2 | 3 | 18:00 | | | 1 | 5 | 6 |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 4 | 4 | 8 |
| 6:30 | | | 0 | 2 | 2 | 18:30 | | | 2 | 5 | 7 |
| 6:45 | | | 3 | 1 | 4 | 18:45 | | | 4 | 6 | 10 |
| 7:00 | | | 0 | 0 | 0 | 19:00 | | | 4 | 0 | 4 |
| 7:15 | | | 2 | 2 | 4 | 19:15 | | | 2 | 7 | 9 |
| 7:30 | | | 2 | 2 | 4 | 19:30 | | | 0 | 3 | 3 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 2 | 3 | 5 |
| 8:00 | | | 1 | 1 | 2 | 20:00 | | | 0 | 1 | 1 |
| 8:15 | | | 1 | 2 | 3 | 20:15 | | | 1 | 2 | 3 |
| 8:30 | | | 0 | 1 | 1 | 20:30 | | | 0 | 0 | 0 |
| 8:45 | | | 3 | 5 | 8 | 20:45 | | | 2 | 2 | 4 |
| 9:00 | | | 0 | 1 | 1 | 21:00 | | | 0 | 2 | 2 |
| 9:15 | | | 0 | 5 | 5 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 2 | 1 | 3 | 21:30 | | | 0 | 4 | 4 |
| 9:45 | | | 1 | 2 | 3 | 21:45 | | | 2 | 0 | 2 |
| 10:00 | | | 1 | 6 | 7 | 22:00 | | | 0 | 3 | 3 |
| 10:15 | | | 3 | 3 | 6 | 22:15 | | | 2 | 0 | 2 |
| 10:30 | | | 4 | 1 | 5 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 6 | 3 | 9 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 0 | 2 | 2 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 1 | 4 | 5 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 7 | 5 | 12 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 3 | 5 | 8 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 48 | 67 | 115 | TOTALS | 0 | 0 | 117 | 150 | 267 |
| SPLIT % | 0% | 0% | 42% | 58% | 30% | SPLIT % | 0% | 0% | 44% | 56% | 70% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 2 | 3 |
| 01:00 | 02:00 | | | 1 | 2 | 3 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 2 | 1 | 3 |
| 04:00 | 05:00 | | | 0 | 1 | 1 |
| 05:00 | 06:00 | | | 1 | 2 | 3 |
| 06:00 | 07:00 | | | 4 | 5 | 9 |
| 07:00 | 08:00 | | | 6 | 7 | 13 |
| 08:00 | 09:00 | | | 5 | 9 | 14 |
| 09:00 | 10:00 | | | 3 | 9 | 12 |
| 10:00 | 11:00 | | | 14 | 13 | 27 |
| 11:00 | 12:00 | | | 11 | 16 | 27 |
| 12:00 | 13:00 | | | 13 | 16 | 29 |
| 13:00 | 14:00 | | | 27 | 19 | 46 |
| 14:00 | 15:00 | | | 9 | 19 | 28 |
| 15:00 | 16:00 | | | 14 | 13 | 27 |
| 16:00 | 17:00 | | | 10 | 16 | 26 |
| 17:00 | 18:00 | | | 14 | 18 | 32 |
| 18:00 | 19:00 | | | 11 | 20 | 31 |
| 19:00 | 20:00 | | | 8 | 13 | 21 |
| 20:00 | 21:00 | | | 3 | 5 | 8 |
| 21:00 | 22:00 | | | 3 | 6 | 9 |
| 22:00 | 23:00 | | | 3 | 3 | 6 |
| 23:00 | 00:00 | | | 2 | 2 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 48 | 67 | 115 |
| Peak Hour | | | 10:00 | 11:00 | 10:45 |
| Peak Volume | | | 14 | 16 | 28 |
| Peak Hour Factor | | | 0.583 | 0.800 | 0.583 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 117 | 150 | 267 |
| Peak Hour | | | 13:00 | 12:30 | 13:00 |
| Peak Volume | | | 27 | 21 | 46 |
| Peak Hour Factor | | | 0.844 | 0.656 | 0.719 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 11 | 16 | 27 |
| Peak Hour | | | 7:15 | 8:00 | 7:15 |
| Peak Volume | | | 7 | 9 | 15 |
| Peak Hour Factor | | | 0.875 | 0.450 | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 24 | 34 | 58 |
| Peak Hour | | | 16:45 | 16:30 | 16:45 |
| Peak Volume | | | 15 | 21 | 36 |
| Peak Hour Factor | | | 0.750 | 0.525 | 0.643 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Day: Monday
Date: 3/21/2024

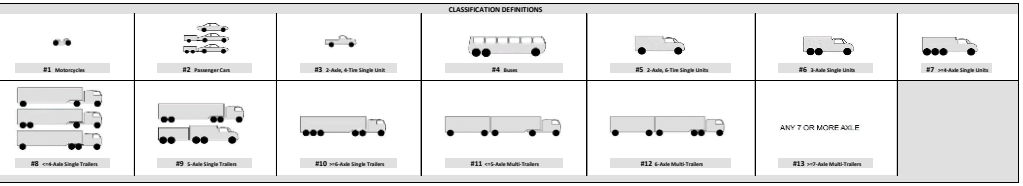
City: Manassas
Project #: VA24 260055 002

### HOURLY BREAKDOWN

| Time | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 29 | 0 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 6:00 | 0 | 17 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 15 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 65 | 0 | 32 | 24 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 7:00 | 0 | 30 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 17 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 90 | 0 | 47 | 26 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 8:00 | 0 | 36 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 20 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 95 | 0 | 56 | 25 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 9:00 | 0 | 17 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 17 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 55 | 0 | 34 | 13 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:00 | 0 | 10 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 14 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 48 | 0 | 24 | 18 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 12 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 17 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 52 | 0 | 29 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:00 | 0 | 28 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 46 | 26 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 116 | 0 | 74 | 37 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 13:00 | 0 | 38 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 36 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 108 | 0 | 74 | 27 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 14:00 | 0 | 29 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 12 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 72 | 0 | 41 | 23 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 15:00 | 0 | 19 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 27 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 80 | 0 | 46 | 28 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 16:00 | 0 | 22 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 62 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 134 | 1 | 84 | 38 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 17:00 | 0 | 28 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 59 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 122 | 1 | 87 | 30 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 18:00 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 21 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 70 | 0 | 52 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 19:00 | 0 | 25 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 50 | 0 | 43 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 20:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 0 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 0 | 362 | 160 | 3 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 1 | 462 | 195 | 9 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 720 | 1288 | 1 | 824 | 353 | 12 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2295 |
| % of Totals | 0% | 64% | 28% | 1% | 8% | | | | | | | | | 100% | 0% | 64% | 27% | 1% | 7% | | | | | | | | | 100% | 0% | 64% | 28% | 1% | 7% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 139 | 73 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| % | 0% | 24% | 12% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 0:00 | 7:45 | 6:45 | 0:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:15 |
| Peak Volume | 0 | 41 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 12:00 - 24:00 | 0 | 233 | 87 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| % | 0% | 39% | 15% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 13:00 | 13:00 | 13:00 | 11:15 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 0 | 38 | 16 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 07:00 - 09:00 | 0 | 83 | 39 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| % | 0% | 12% | 6% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 41 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 - 18:00 | 0 | 50 | 22 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| % | 0% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 35 | 18 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |

### 15-MINUTE BREAKDOWN

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 4 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 | 0 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 | 0 | 3 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 5 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 8 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 362 | 160 | 3 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 |
| % of Totals | 0% | 64% | 28% | 1% | 8% | | | | | | | | | 100% |
| 1 | 0 | 462 | 195 | 9 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 719 |
| 0% | 64% | 27% | 1% | 7% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 568 | 720 | 1,288 |

DAILY TOTALS

### 15-Minutes Interval

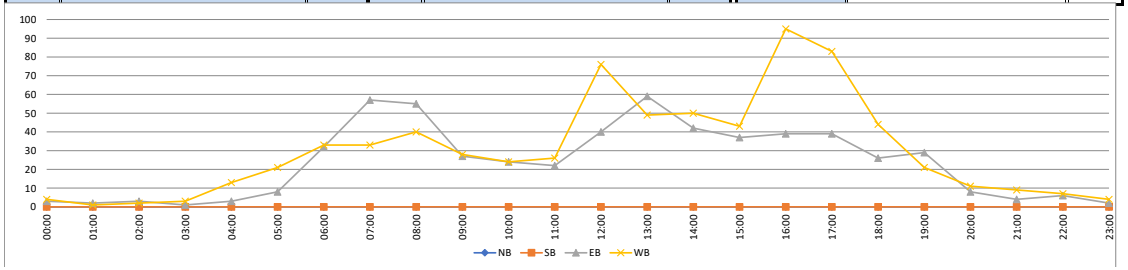
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 3 | 4 | 12:00 | | | 5 | 21 | 26 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 6 | 21 | 27 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 16 | 18 | 34 |
| 0:45 | | | 1 | 1 | 2 | 12:45 | | | 13 | 16 | 29 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 16 | 14 | 30 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 14 | 16 | 30 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 12 | 7 | 19 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 17 | 12 | 29 |
| 2:00 | | | 3 | 0 | 3 | 14:00 | | | 14 | 9 | 23 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 5 | 10 | 15 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 14 | 26 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 11 | 17 | 28 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 9 | 16 | 25 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 8 | 11 | 19 |
| 3:30 | | | 0 | 2 | 2 | 15:30 | | | 9 | 7 | 16 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 11 | 9 | 20 |
| 4:00 | | | 0 | 2 | 2 | 16:00 | | | 9 | 18 | 27 |
| 4:15 | | | 0 | 3 | 3 | 16:15 | | | 3 | 21 | 24 |
| 4:30 | | | 1 | 5 | 6 | 16:30 | | | 10 | 24 | 34 |
| 4:45 | | | 2 | 3 | 5 | 16:45 | | | 17 | 32 | 49 |
| 5:00 | | | 0 | 5 | 5 | 17:00 | | | 5 | 31 | 36 |
| 5:15 | | | 2 | 3 | 5 | 17:15 | | | 9 | 26 | 35 |
| 5:30 | | | 3 | 5 | 8 | 17:30 | | | 17 | 13 | 30 |
| 5:45 | | | 3 | 8 | 11 | 17:45 | | | 8 | 13 | 21 |
| 6:00 | | | 7 | 8 | 15 | 18:00 | | | 3 | 12 | 15 |
| 6:15 | | | 5 | 8 | 13 | 18:15 | | | 4 | 11 | 15 |
| 6:30 | | | 10 | 8 | 18 | 18:30 | | | 3 | 12 | 15 |
| 6:45 | | | 10 | 9 | 19 | 18:45 | | | 16 | 9 | 25 |
| 7:00 | | | 12 | 11 | 23 | 19:00 | | | 10 | 6 | 16 |
| 7:15 | | | 15 | 4 | 19 | 19:15 | | | 8 | 8 | 16 |
| 7:30 | | | 12 | 6 | 18 | 19:30 | | | 7 | 6 | 13 |
| 7:45 | | | 18 | 12 | 30 | 19:45 | | | 4 | 1 | 5 |
| 8:00 | | | 20 | 13 | 33 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 10 | 6 | 16 | 20:15 | | | 5 | 6 | 11 |
| 8:30 | | | 8 | 10 | 18 | 20:30 | | | 1 | 1 | 2 |
| 8:45 | | | 17 | 11 | 28 | 20:45 | | | 2 | 2 | 4 |
| 9:00 | | | 12 | 10 | 22 | 21:00 | | | 1 | 2 | 3 |
| 9:15 | | | 4 | 8 | 12 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 6 | 5 | 11 | 21:30 | | | 2 | 5 | 7 |
| 9:45 | | | 5 | 5 | 10 | 21:45 | | | 1 | 1 | 2 |
| 10:00 | | | 7 | 4 | 11 | 22:00 | | | 4 | 3 | 7 |
| 10:15 | | | 4 | 6 | 10 | 22:15 | | | 0 | 3 | 3 |
| 10:30 | | | 7 | 10 | 17 | 22:30 | | | 2 | 1 | 3 |
| 10:45 | | | 6 | 4 | 10 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 3 | 4 | 7 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 4 | 4 | 8 | 23:15 | | | 0 | 3 | 3 |
| 11:30 | | | 6 | 8 | 14 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 9 | 10 | 19 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 237 | 228 | 465 | TOTALS | 0 | 0 | 331 | 492 | 823 |
| SPLIT % | 0% | 0% | 51% | 49% | 36% | SPLIT % | 0% | 0% | 40% | 60% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 4 | 7 |
| 01:00 | 02:00 | | | 2 | 1 | 3 |
| 02:00 | 03:00 | | | 3 | 2 | 5 |
| 03:00 | 04:00 | | | 1 | 3 | 4 |
| 04:00 | 05:00 | | | 3 | 13 | 16 |
| 05:00 | 06:00 | | | 8 | 21 | 29 |
| 06:00 | 07:00 | | | 32 | 33 | 65 |
| 07:00 | 08:00 | | | 57 | 33 | 90 |
| 08:00 | 09:00 | | | 55 | 40 | 95 |
| 09:00 | 10:00 | | | 27 | 28 | 55 |
| 10:00 | 11:00 | | | 24 | 24 | 48 |
| 11:00 | 12:00 | | | 22 | 26 | 48 |
| 12:00 | 13:00 | | | 40 | 76 | 116 |
| 13:00 | 14:00 | | | 59 | 49 | 108 |
| 14:00 | 15:00 | | | 42 | 50 | 92 |
| 15:00 | 16:00 | | | 37 | 43 | 80 |
| 16:00 | 17:00 | | | 39 | 95 | 134 |
| 17:00 | 18:00 | | | 39 | 83 | 122 |
| 18:00 | 19:00 | | | 26 | 44 | 70 |
| 19:00 | 20:00 | | | 29 | 21 | 50 |
| 20:00 | 21:00 | | | 8 | 11 | 19 |
| 21:00 | 22:00 | | | 4 | 9 | 13 |
| 22:00 | 23:00 | | | 6 | 7 | 13 |
| 23:00 | 00:00 | | | 2 | 4 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 237 | 228 | 465 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 41 | 100 |
| Peak Hour Factor | | | 0.813 | 0.788 | 0.758 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 331 | 492 | 823 |
| Peak Hour | | | 12:30 | 16:30 | 16:30 |
| Peak Volume | | | 59 | 113 | 154 |
| Peak Hour Factor | | | 0.922 | 0.883 | 0.786 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 112 | 73 | 185 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 41 | 100 |
| Peak Hour Factor | | | 0.813 | 0.788 | 0.758 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 78 | 178 | 256 |
| Peak Hour | | | 16:45 | 16:30 | 16:30 |
| Peak Volume | | | 48 | 113 | 154 |
| Peak Hour Factor | | | 0.706 | 0.883 | 0.786 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Day: Tuesday
Date: 3/12/2024

City: Manassas
Project #: VA24_260055_002

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 13 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 40 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 8:00 | 0 | 30 | 11 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 9:00 | 0 | 20 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 10:00 | 0 | 11 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 1 | 18 | 13 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 40 | 16 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 13:00 | 2 | 29 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:00 | 2 | 22 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15:00 | 1 | 14 | 7 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 4 | 38 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 2 | 32 | 7 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 18:00 | 1 | 30 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 2 | 19 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 20:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 17 | 393 | 171 | 10 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 644 |
| % of Totals | 3% | 61% | 27% | 2% | 8% | 1% | | | | | | | | 100% |

WESTBOUND

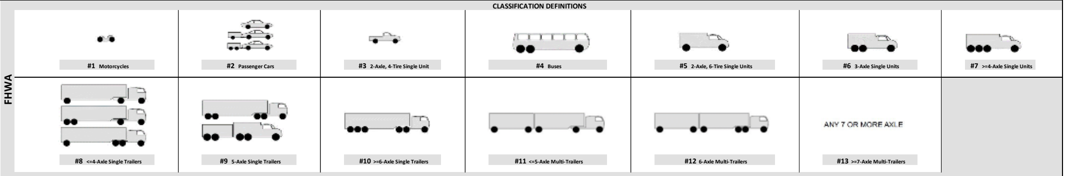
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 0 | 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 0 | 12 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 7:00 | 1 | 26 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:00 | 0 | 17 | 14 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 9:00 | 0 | 11 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 19 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 2 | 28 | 13 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 1 | 46 | 23 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 13:00 | 1 | 34 | 14 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 14:00 | 1 | 34 | 17 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 15:00 | 2 | 27 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 16:00 | 1 | 71 | 30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:00 | 0 | 60 | 23 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 18:00 | 3 | 35 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 19:00 | 2 | 14 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 14 | 489 | 236 | 13 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 818 |
| % of Totals | 2% | 60% | 29% | 2% | 8% | 0% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 5:00 | 0 | 31 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 6:00 | 0 | 25 | 25 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 7:00 | 1 | 66 | 31 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 8:00 | 0 | 47 | 25 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 9:00 | 0 | 31 | 20 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 10:00 | 0 | 30 | 24 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 11:00 | 3 | 46 | 26 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 12:00 | 1 | 86 | 39 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 13:00 | 3 | 63 | 34 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 14:00 | 3 | 56 | 26 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 15:00 | 3 | 41 | 20 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 16:00 | 5 | 109 | 41 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 17:00 | 2 | 92 | 30 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 18:00 | 4 | 65 | 24 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 19:00 | 4 | 33 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 20:00 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 2 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 31 | 882 | 407 | 23 | 111 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,462 |
| % of Totals | 2% | 60% | 28% | 2% | 8% | 1% | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 156 | 79 | 3 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| % | 0% | 24% | 12% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% |
| Peak Hour | 10:45 | 7:15 | 7:00 | 9:45 | 6:15 | 10:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 43 | 19 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 16 | 237 | 92 | 7 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 |
| % | 2% | 37% | 14% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 15:45 | 12:00 | 12:45 | 12:30 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 5 | 40 | 20 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 07:00 - 09:00 | 0 | 70 | 30 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| % | 0% | 11% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 7:00 | 7:15 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 43 | 19 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 16:00 - 18:00 | 6 | 70 | 18 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| % | 1% | 11% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 38 | 11 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 150 | 89 | 6 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 |
| % | 0% | 18% | 11% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 11:00 | 11:45 | 11:30 | 8:00 | 7:45 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 45 | 26 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 12:00 - 24:00 | 11 | 339 | 147 | 7 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 538 |
| % | 1% | 41% | 18% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 66% |
| Peak Hour | 18:00 | 16:30 | 16:00 | 12:00 | 13:30 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:15 |
| Peak Volume | 3 | 80 | 30 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 07:00 - 09:00 | 1 | 43 | 26 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| % | 0% | 5% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 1 | 26 | 14 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:00 - 18:00 | 1 | 131 | 53 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| % | 0% | 16% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 80 | 30 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 306 | 168 | 9 | 57 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 547 |
| % | 0% | 21% | 11% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 11:00 | 11:45 | 11:45 | 8:00 | 6:15 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 3 | 85 | 41 | 4 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 12:00 - 24:00 | 27 | 576 | 239 | 14 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 915 |
| % | 2% | 39% | 16% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 63% |
| Peak Hour | 15:45 | 16:30 | 16:00 | 12:30 | 15:15 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:15 |
| Peak Volume | 7 | 113 | 41 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 07:00 - 09:00 | 1 | 113 | 56 | 4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| % | 0% | 8% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 66 | 31 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 16:00 - 18:00 | 7 | 201 | 71 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 |
| % | 0% | 14% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 5 | 113 | 41 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 3 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 9 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:15 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:00 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 7 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 2 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 5 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 1 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:45 | 0 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 17 | 393 | 171 | 10 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 644 |
| % of Totals | 3% | 61% | 27% | 2% | 8% | 1% | | | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:15 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:15 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 1 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 7 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 3 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 1 | 8 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 0 | 12 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:30 | 0 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 1 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 10 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 1 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 9 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 0 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:15 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 1 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:30 | 0 | 29 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:45 | 0 | 14 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:15 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 14 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:45 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 1 | 10 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:30 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 14 | 489 | 236 | 13 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 818 |
| % of Totals | 2% | 60% | 29% | 2% | 8% | 0% | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 8 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:15 | 0 | 3 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 9 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:45 | 0 | 5 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 21 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:15 | 0 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:30 | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 | 1 | 21 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 14 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:15 | 0 | 10 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 12 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:45 | 0 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 11 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:15 | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 3 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 5 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 7 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 1 | 12 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 1 | 10 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:45 | 1 | 17 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:00 | 0 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:15 | 0 | 21 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 20 | 9 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:45 | 1 | 18 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 3 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:15 | 0 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 14 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:45 | 0 | 13 | 11 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:00 | 2 | 12 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 12 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 1 | 20 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:45 | 0 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 1 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 11 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 11 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 2 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 2 | 20 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 2 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:30 | 1 | 49 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:45 | 0 | 20 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:00 | 2 | 23 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:30 | 0 | 32 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 17:45 | 0 | 16 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:00 | 1 | 14 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:15 | 0 | 20 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:30 | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:45 | 3 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 1 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:30 | 1 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 31 | 882 | 407 | 23 | 111 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,462 |
| % of Totals | 2% | 60% | 28% | 2% | 8% | 1% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 644 | 818 | 1,462 |

DAILY TOTALS

### 15-Minutes Interval

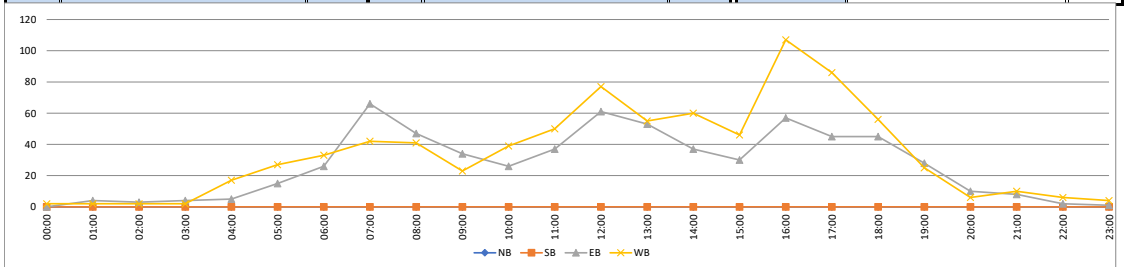
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 18 | 19 | 37 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 14 | 23 | 37 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 14 | 20 | 34 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 15 | 15 | 30 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 18 | 15 | 33 |
| 1:15 | | | 1 | 2 | 3 | 13:15 | | | 11 | 10 | 21 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 16 | 10 | 26 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 8 | 20 | 28 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 12 | 14 | 26 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 6 | 15 | 21 |
| 2:30 | | | 1 | 2 | 3 | 14:30 | | | 14 | 16 | 30 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 15 | 20 |
| 3:00 | | | 1 | 0 | 1 | 15:00 | | | 5 | 15 | 20 |
| 3:15 | | | 2 | 1 | 3 | 15:15 | | | 11 | 12 | 23 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 9 | 8 | 17 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 5 | 11 | 16 |
| 4:00 | | | 0 | 3 | 3 | 16:00 | | | 11 | 20 | 31 |
| 4:15 | | | 0 | 3 | 3 | 16:15 | | | 7 | 25 | 32 |
| 4:30 | | | 1 | 5 | 6 | 16:30 | | | 28 | 36 | 64 |
| 4:45 | | | 4 | 6 | 10 | 16:45 | | | 11 | 26 | 37 |
| 5:00 | | | 1 | 4 | 5 | 17:00 | | | 7 | 25 | 32 |
| 5:15 | | | 2 | 6 | 8 | 17:15 | | | 4 | 25 | 29 |
| 5:30 | | | 3 | 5 | 8 | 17:30 | | | 24 | 21 | 45 |
| 5:45 | | | 9 | 12 | 21 | 17:45 | | | 10 | 15 | 25 |
| 6:00 | | | 3 | 13 | 16 | 18:00 | | | 8 | 17 | 25 |
| 6:15 | | | 11 | 3 | 14 | 18:15 | | | 10 | 19 | 29 |
| 6:30 | | | 8 | 9 | 17 | 18:30 | | | 16 | 12 | 28 |
| 6:45 | | | 4 | 8 | 12 | 18:45 | | | 11 | 8 | 19 |
| 7:00 | | | 18 | 20 | 38 | 19:00 | | | 8 | 10 | 18 |
| 7:15 | | | 15 | 7 | 22 | 19:15 | | | 9 | 5 | 14 |
| 7:30 | | | 12 | 3 | 15 | 19:30 | | | 8 | 6 | 14 |
| 7:45 | | | 21 | 12 | 33 | 19:45 | | | 3 | 4 | 7 |
| 8:00 | | | 17 | 7 | 24 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 5 | 18 | 23 | 20:15 | | | 6 | 0 | 6 |
| 8:30 | | | 11 | 7 | 18 | 20:30 | | | 1 | 2 | 3 |
| 8:45 | | | 14 | 9 | 23 | 20:45 | | | 3 | 2 | 5 |
| 9:00 | | | 9 | 3 | 12 | 21:00 | | | 1 | 3 | 4 |
| 9:15 | | | 5 | 7 | 12 | 21:15 | | | 4 | 0 | 4 |
| 9:30 | | | 10 | 6 | 16 | 21:30 | | | 2 | 4 | 6 |
| 9:45 | | | 10 | 7 | 17 | 21:45 | | | 1 | 3 | 4 |
| 10:00 | | | 10 | 10 | 20 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 5 | 12 | 17 | 22:15 | | | 0 | 5 | 5 |
| 10:30 | | | 5 | 8 | 13 | 22:30 | | | 1 | 1 | 2 |
| 10:45 | | | 6 | 9 | 15 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 8 | 7 | 15 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 8 | 9 | 17 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 6 | 16 | 22 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 15 | 18 | 33 | 23:45 | | | 0 | 2 | 2 |
| TOTALS | 0 | 0 | 267 | 280 | 547 | TOTALS | 0 | 0 | 377 | 538 | 915 |
| SPLIT % | 0% | 0% | 49% | 51% | 37% | SPLIT % | 0% | 0% | 41% | 59% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 2 | 2 |
| 01:00 | 02:00 | | | 4 | 2 | 6 |
| 02:00 | 03:00 | | | 3 | 2 | 5 |
| 03:00 | 04:00 | | | 4 | 2 | 6 |
| 04:00 | 05:00 | | | 5 | 17 | 22 |
| 05:00 | 06:00 | | | 15 | 27 | 42 |
| 06:00 | 07:00 | | | 26 | 33 | 59 |
| 07:00 | 08:00 | | | 66 | 42 | 108 |
| 08:00 | 09:00 | | | 47 | 41 | 88 |
| 09:00 | 10:00 | | | 34 | 23 | 57 |
| 10:00 | 11:00 | | | 26 | 39 | 65 |
| 11:00 | 12:00 | | | 37 | 50 | 87 |
| 12:00 | 13:00 | | | 61 | 77 | 138 |
| 13:00 | 14:00 | | | 53 | 55 | 108 |
| 14:00 | 15:00 | | | 37 | 60 | 97 |
| 15:00 | 16:00 | | | 30 | 46 | 76 |
| 16:00 | 17:00 | | | 57 | 107 | 164 |
| 17:00 | 18:00 | | | 45 | 86 | 131 |
| 18:00 | 19:00 | | | 45 | 56 | 101 |
| 19:00 | 20:00 | | | 28 | 25 | 53 |
| 20:00 | 21:00 | | | 10 | 6 | 16 |
| 21:00 | 22:00 | | | 8 | 10 | 18 |
| 22:00 | 23:00 | | | 2 | 6 | 8 |
| 23:00 | 00:00 | | | 1 | 4 | 5 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 267 | 280 | 547 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 66 | 50 | 108 |
| Peak Hour Factor | | | 0.786 | 0.694 | 0.711 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 377 | 538 | 915 |
| Peak Hour | | | 12:00 | 16:15 | 16:15 |
| Peak Volume | | | 61 | 112 | 165 |
| Peak Hour Factor | | | 0.847 | 0.778 | 0.645 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 113 | 83 | 196 |
| Peak Hour | | | 7:00 | 7:45 | 7:00 |
| Peak Volume | | | 66 | 44 | 108 |
| Peak Hour Factor | | | 0.786 | 0.611 | 0.711 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 102 | 193 | 295 |
| Peak Hour | | | 16:00 | 16:15 | 16:15 |
| Peak Volume | | | 57 | 112 | 165 |
| Peak Hour Factor | | | 0.509 | 0.778 | 0.645 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Dav: Wednesdav
Date: 3/13/2024

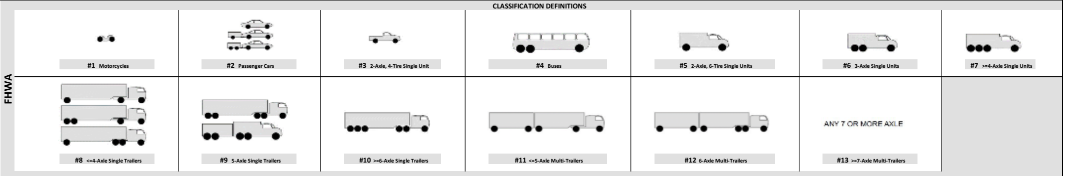
Citv: Manassas
Project #: VA24 260055 002

HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:00 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 6:00 | 0 | 16 | 15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 20 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 36 | 26 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 7:00 | 0 | 45 | 24 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 1 | 33 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 78 | 37 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 8:00 | 1 | 26 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 17 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 43 | 22 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 9:00 | 0 | 24 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 20 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 44 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 10:00 | 0 | 12 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 20 | 12 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 32 | 23 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 41 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 67 | 22 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 12:00 | 1 | 29 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 49 | 28 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 4 | 78 | 46 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 13:00 | 0 | 33 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 45 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 1 | 78 | 31 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 14:00 | 1 | 32 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 29 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 61 | 24 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 15:00 | 1 | 30 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 47 | 24 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 1 | 77 | 33 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 16:00 | 1 | 29 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 72 | 25 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 2 | 101 | 38 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 17:00 | 0 | 30 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 58 | 19 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 1 | 88 | 28 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 18:00 | 1 | 29 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 39 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 68 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 19:00 | 0 | 19 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 37 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 20:00 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Totals | 6 | 417 | 170 | 6 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 645 | 7 | 565 | 229 | 11 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 866 | 13 | 982 | 399 | 17 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,511 |
| % of Totals | 1% | 65% | 26% | 1% | 7% | | | | | | | | | 100% | 1% | 65% | 26% | 1% | 6% | | | | | | | | | 100% | 1% | 65% | 26% | 1% | 7% | | | | | | | | | 100% |

CLASSIFICATION DEFINITIONS

FHWA




STATISTICS

| | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 164 | 85 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 1 | 185 | 85 | 6 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 2 | 349 | 170 | 8 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 574 |
| % | 0% | 25% | 13% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% | 0% | 21% | 10% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% | 0% | 23% | 11% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 8:00 | 7:15 | 7:00 | 4:45 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 | 11:45 | 11:15 | 11:45 | 7:30 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 | 11:45 | 7:15 | 11:45 | 7:30 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 52 | 24 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 3 | 48 | 28 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 4 | 80 | 45 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 12:00 - 24:00 | 5 | 253 | 85 | 4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 | 6 | 380 | 144 | 5 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 566 | 11 | 633 | 229 | 9 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 937 |
| % | 1% | 39% | 13% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% | 1% | 44% | 17% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% | 1% | 42% | 15% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 14:45 | 12:45 | 12:15 | 17:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 12:00 | 16:30 | 12:00 | 17:00 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 | 12:00 | 16:30 | 12:15 | 17:30 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 2 | 39 | 19 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 3 | 77 | 28 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 4 | 106 | 47 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 07:00 - 09:00 | 1 | 71 | 33 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 1 | 50 | 26 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 2 | 121 | 59 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| % | 0% | 11% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% | 0% | 6% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 8% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 8:00 | 7:15 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 52 | 24 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 1 | 33 | 15 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 80 | 37 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 16:00 - 18:00 | 1 | 59 | 22 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 2 | 130 | 44 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 3 | 189 | 66 | 3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| % | 0% | 9% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 15% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% | 0% | 13% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:30 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 31 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 77 | 25 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 2 | 106 | 38 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |

15-MINUTE BREAKDOWN

| Time | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:15 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:30 | 0 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:45 | 0 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:00 | 0 | 5 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 15 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:15 | 0 | 17 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 24 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:30 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 15 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:45 | 0 | 15 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 24 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:00 | 0 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 17 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 1 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 8 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:30 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 17 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:00 | 1 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 12 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 19 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 11 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 19 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 | 0 | 2 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 14 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:45 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 26 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 21 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 18 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 29 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:45 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 17 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:30 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:45 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 12 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 24 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:30 | 1 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 13 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 22 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 28 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:15 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 15 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:45 | 1 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 28 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 25 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 30 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 16 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 11 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 27 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:15 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 19 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 1 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 6 | 417 | 170 | 6 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 645 | 7 | 565 | 229 | 11 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 866 | 13 | 982 | 399 | 17 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,511 |
| % of Totals | 1% | 65% | 26% | 1% | 7% | | | | | | | | | 100% | 1% | 65% | 26% | 1% | 6% | | | | | | | | | 100% | 1% | 65% | 26% | 1% | 7% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 645 | 866 | 1,511 | |

### 15-Minutes Interval

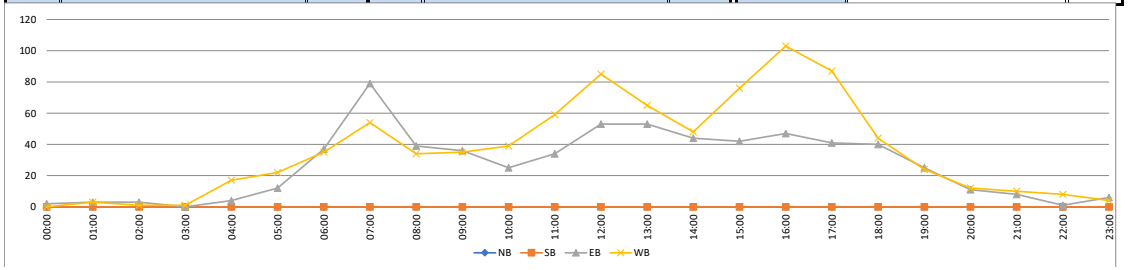
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 13 | 21 | 34 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 11 | 24 | 35 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 12 | 18 | 30 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 17 | 22 | 39 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 20 | 15 | 35 |
| 1:15 | | | 0 | 2 | 2 | 13:15 | | | 5 | 16 | 21 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 17 | 23 | 40 |
| 1:45 | | | 1 | 1 | 2 | 13:45 | | | 11 | 11 | 22 |
| 2:00 | | | 2 | 0 | 2 | 14:00 | | | 9 | 10 | 19 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 12 | 10 | 22 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 14 | 14 | 28 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 9 | 14 | 23 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 15 | 22 | 37 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 5 | 17 | 22 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 13 | 14 | 27 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 9 | 23 | 32 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 11 | 32 | 43 |
| 4:15 | | | 1 | 2 | 3 | 16:15 | | | 8 | 20 | 28 |
| 4:30 | | | 1 | 5 | 6 | 16:30 | | | 17 | 24 | 41 |
| 4:45 | | | 2 | 9 | 11 | 16:45 | | | 11 | 27 | 38 |
| 5:00 | | | 1 | 4 | 5 | 17:00 | | | 5 | 33 | 38 |
| 5:15 | | | 3 | 5 | 8 | 17:15 | | | 7 | 21 | 28 |
| 5:30 | | | 2 | 5 | 7 | 17:30 | | | 23 | 16 | 39 |
| 5:45 | | | 6 | 8 | 14 | 17:45 | | | 6 | 17 | 23 |
| 6:00 | | | 5 | 13 | 18 | 18:00 | | | 8 | 12 | 20 |
| 6:15 | | | 10 | 3 | 13 | 18:15 | | | 6 | 18 | 24 |
| 6:30 | | | 11 | 3 | 14 | 18:30 | | | 14 | 5 | 19 |
| 6:45 | | | 11 | 16 | 27 | 18:45 | | | 12 | 9 | 21 |
| 7:00 | | | 15 | 14 | 29 | 19:00 | | | 6 | 10 | 16 |
| 7:15 | | | 26 | 10 | 36 | 19:15 | | | 7 | 6 | 13 |
| 7:30 | | | 14 | 14 | 28 | 19:30 | | | 7 | 4 | 11 |
| 7:45 | | | 24 | 16 | 40 | 19:45 | | | 5 | 4 | 9 |
| 8:00 | | | 15 | 7 | 22 | 20:00 | | | 3 | 4 | 7 |
| 8:15 | | | 8 | 12 | 20 | 20:15 | | | 1 | 4 | 5 |
| 8:30 | | | 7 | 10 | 17 | 20:30 | | | 1 | 4 | 5 |
| 8:45 | | | 9 | 5 | 14 | 20:45 | | | 6 | 0 | 6 |
| 9:00 | | | 15 | 9 | 24 | 21:00 | | | 2 | 4 | 6 |
| 9:15 | | | 9 | 16 | 25 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 4 | 4 | 8 | 21:30 | | | 3 | 4 | 7 |
| 9:45 | | | 8 | 6 | 14 | 21:45 | | | 2 | 2 | 4 |
| 10:00 | | | 8 | 6 | 14 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 4 | 16 | 20 | 22:15 | | | 0 | 4 | 4 |
| 10:30 | | | 7 | 11 | 18 | 22:30 | | | 1 | 2 | 3 |
| 10:45 | | | 6 | 6 | 12 | 22:45 | | | 0 | 1 | 1 |
| 11:00 | | | 4 | 7 | 11 | 23:00 | | | 4 | 0 | 4 |
| 11:15 | | | 8 | 16 | 24 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 7 | 19 | 26 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 15 | 17 | 32 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 274 | 300 | 574 | TOTALS | 0 | 0 | 371 | 566 | 937 |
| SPLIT % | 0% | 0% | 48% | 52% | 38% | SPLIT % | 0% | 0% | 40% | 60% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 0 | 2 |
| 01:00 | 02:00 | | | 3 | 3 | 6 |
| 02:00 | 03:00 | | | 3 | 1 | 4 |
| 03:00 | 04:00 | | | 0 | 1 | 1 |
| 04:00 | 05:00 | | | 4 | 17 | 21 |
| 05:00 | 06:00 | | | 12 | 22 | 34 |
| 06:00 | 07:00 | | | 37 | 35 | 72 |
| 07:00 | 08:00 | | | 79 | 54 | 133 |
| 08:00 | 09:00 | | | 39 | 34 | 73 |
| 09:00 | 10:00 | | | 36 | 35 | 71 |
| 10:00 | 11:00 | | | 25 | 39 | 64 |
| 11:00 | 12:00 | | | 34 | 59 | 93 |
| 12:00 | 13:00 | | | 53 | 85 | 138 |
| 13:00 | 14:00 | | | 53 | 65 | 118 |
| 14:00 | 15:00 | | | 44 | 48 | 92 |
| 15:00 | 16:00 | | | 42 | 76 | 118 |
| 16:00 | 17:00 | | | 47 | 103 | 150 |
| 17:00 | 18:00 | | | 41 | 87 | 128 |
| 18:00 | 19:00 | | | 40 | 44 | 84 |
| 19:00 | 20:00 | | | 25 | 24 | 49 |
| 20:00 | 21:00 | | | 11 | 12 | 23 |
| 21:00 | 22:00 | | | 8 | 10 | 18 |
| 22:00 | 23:00 | | | 1 | 8 | 9 |
| 23:00 | 00:00 | | | 6 | 4 | 10 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 274 | 300 | 574 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 79 | 59 | 133 |
| Peak Hour Factor | | | 0.760 | 0.776 | 0.831 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 371 | 566 | 937 |
| Peak Hour | | | 12:15 | 16:30 | 16:00 |
| Peak Volume | | | 60 | 105 | 150 |
| Peak Hour Factor | | | 0.750 | 0.795 | 0.872 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 118 | 88 | 206 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 79 | 54 | 133 |
| Peak Hour Factor | | | 0.760 | 0.844 | 0.831 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 88 | 190 | 278 |
| Peak Hour | | | 16:00 | 16:30 | 16:00 |
| Peak Volume | | | 47 | 105 | 150 |
| Peak Hour Factor | | | 0.691 | 0.795 | 0.872 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

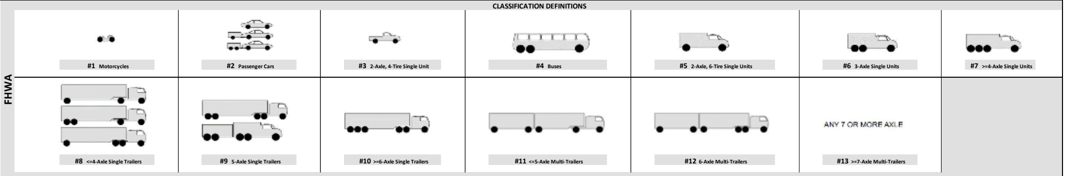
Day: Thursday | City: Manassas
Date: 3/14/2024 | Project #: VA24_260055_002

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 5:00 | 1 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 22 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 6:00 | 0 | 15 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 24 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 39 | 20 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 7:00 | 0 | 37 | 22 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 33 | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 70 | 39 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 8:00 | 0 | 29 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 17 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 46 | 25 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 9:00 | 0 | 18 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 18 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 36 | 29 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 16 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 23 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 39 | 21 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 11:00 | 0 | 27 | 10 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 47 | 17 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 74 | 27 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 12:00 | 1 | 34 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 67 | 21 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 2 | 101 | 35 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 13:00 | 1 | 42 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 37 | 15 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 1 | 79 | 29 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 14:00 | 2 | 30 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 39 | 16 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 3 | 69 | 29 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 15:00 | 1 | 26 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 37 | 20 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 4 | 63 | 26 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:00 | 3 | 41 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 5 | 60 | 21 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 8 | 101 | 28 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 17:00 | 3 | 34 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 70 | 21 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 5 | 104 | 32 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 18:00 | 3 | 25 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 7 | 23 | 10 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 10 | 48 | 19 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 1 | 23 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 44 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 20:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 17 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:00 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 18 | 440 | 176 | 9 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 693 | 21 | 576 | 224 | 15 | 64 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 906 | 39 | 1,016 | 400 | 24 | 114 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,599 |
| % of Totals | 3% | 63% | 25% | 1% | 7% | | | | | | | | | 100% | 2% | 64% | 25% | 2% | 7% | 1% | | | | | | | | 100% | 2% | 64% | 25% | 2% | 7% | 0% | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 00:00 - 12:00 | 1 | 162 | 89 | 3 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 | 2 | 191 | 90 | 4 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 3 | 353 | 179 | 7 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| % | 0% | 23% | 13% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% | 0% | 21% | 10% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% | 0% | 22% | 11% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 5:00 | 7:45 | 7:00 | 1:15 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 | 7:00 | 11:30 | 11:15 | 9:15 | 7:15 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 | 5:00 | 11:30 | 7:00 | 9:15 | 7:00 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 43 | 22 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 61 | 21 | 2 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 1 | 91 | 39 | 2 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 12:00 - 24:00 | 17 | 278 | 87 | 6 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 19 | 385 | 134 | 11 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 591 | 36 | 663 | 221 | 17 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 999 |
| % | 2% | 40% | 13% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% | 2% | 42% | 15% | 1% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% | 2% | 41% | 14% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 17:30 | 12:30 | 12:15 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 17:30 | 17:00 | 14:30 | 14:30 | 14:30 | 17:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 17:00 | 17:30 | 16:30 | 12:30 | 14:30 | 14:30 | 17:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 5 | 43 | 18 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 8 | 70 | 22 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 13 | 105 | 38 | 6 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 07:00 - 09:00 | 0 | 66 | 35 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 1 | 50 | 29 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 1 | 116 | 64 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| % | 0% | 10% | 5% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 6% | 3% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 7% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 43 | 22 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 33 | 17 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 70 | 39 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 16:00 - 18:00 | 6 | 75 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 7 | 130 | 42 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 13 | 205 | 60 | 3 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| % | 1% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 1% | 14% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% | 1% | 13% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:45 | 16:45 | 16:45 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 4 | 42 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 5 | 70 | 21 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 8 | 105 | 32 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |

### 15-MINUTE BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 6:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:45 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 11 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 7 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:15 | 0 | 9 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:30 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 13 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:45 | 0 | 18 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 24 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 8:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 14 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:15 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 9 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:45 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 10 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:30 | 0 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 17 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 26 | 10 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:45 | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 23 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 29 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:30 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 13 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 26 | 13 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:45 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 23 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 13:00 | 0 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:15 | 0 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 28 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 1 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 21 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 12 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:30 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 25 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 19 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:15 | 0 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 7 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 17 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:45 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 16 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 24 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:15 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 21 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:30 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 18 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 30 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:45 | 1 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 20 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 26 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:30 | 3 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 15 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 29 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 17:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 18:00 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 15 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:15 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 6 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 | 10 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 13 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:30 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 18 | 440 | 176 | 9 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 693 | 21 | 576 | 224 | 15 | 64 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 906 | 39 | 1.016 | 400 | 24 | 114 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.599 |
| % of Totals | 3% | 63% | 25% | 1% | 7% | | | | | | | | | 100% | 2% | 64% | 25% | 2% | 7% | 1% | | | | | | | | 100% | 2% | 64% | 25% | 2% | 7% | 0% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 693 | 906 | 1,599 |

DAILY TOTALS

### 15-Minutes Interval

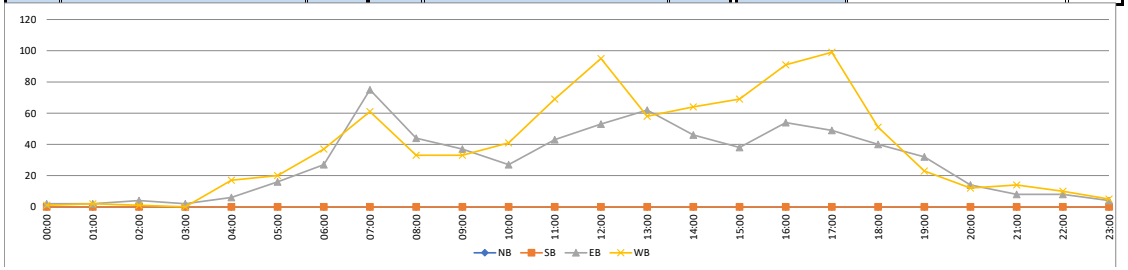
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 9 | 26 | 35 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 9 | 25 | 34 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 20 | 25 | 45 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 15 | 19 | 34 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 17 | 15 | 32 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 15 | 22 | 37 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 8 | 9 | 17 |
| 1:45 | | | 0 | 2 | 2 | 13:45 | | | 22 | 12 | 34 |
| 2:00 | | | 4 | 0 | 4 | 14:00 | | | 3 | 20 | 23 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 15 | 12 | 27 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 14 | 26 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 16 | 18 | 34 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 11 | 20 | 31 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 13 | 21 | 34 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 8 | 17 | 25 |
| 3:45 | | | 2 | 0 | 2 | 15:45 | | | 6 | 11 | 17 |
| 4:00 | | | 0 | 3 | 3 | 16:00 | | | 10 | 28 | 38 |
| 4:15 | | | 1 | 2 | 3 | 16:15 | | | 9 | 21 | 30 |
| 4:30 | | | 2 | 5 | 7 | 16:30 | | | 15 | 27 | 42 |
| 4:45 | | | 3 | 7 | 10 | 16:45 | | | 20 | 15 | 35 |
| 5:00 | | | 2 | 4 | 6 | 17:00 | | | 8 | 28 | 36 |
| 5:15 | | | 4 | 5 | 9 | 17:15 | | | 9 | 20 | 29 |
| 5:30 | | | 3 | 4 | 7 | 17:30 | | | 23 | 25 | 48 |
| 5:45 | | | 7 | 7 | 14 | 17:45 | | | 9 | 26 | 35 |
| 6:00 | | | 6 | 13 | 19 | 18:00 | | | 7 | 19 | 26 |
| 6:15 | | | 7 | 3 | 10 | 18:15 | | | 6 | 18 | 24 |
| 6:30 | | | 7 | 6 | 13 | 18:30 | | | 14 | 9 | 23 |
| 6:45 | | | 7 | 15 | 22 | 18:45 | | | 13 | 5 | 18 |
| 7:00 | | | 17 | 22 | 39 | 19:00 | | | 6 | 6 | 12 |
| 7:15 | | | 20 | 4 | 24 | 19:15 | | | 12 | 9 | 21 |
| 7:30 | | | 7 | 22 | 29 | 19:30 | | | 9 | 4 | 13 |
| 7:45 | | | 31 | 13 | 44 | 19:45 | | | 5 | 4 | 9 |
| 8:00 | | | 12 | 10 | 22 | 20:00 | | | 2 | 6 | 8 |
| 8:15 | | | 14 | 2 | 16 | 20:15 | | | 5 | 2 | 7 |
| 8:30 | | | 12 | 7 | 19 | 20:30 | | | 3 | 3 | 6 |
| 8:45 | | | 6 | 14 | 20 | 20:45 | | | 4 | 1 | 5 |
| 9:00 | | | 13 | 11 | 24 | 21:00 | | | 3 | 7 | 10 |
| 9:15 | | | 6 | 9 | 15 | 21:15 | | | 2 | 1 | 3 |
| 9:30 | | | 12 | 8 | 20 | 21:30 | | | 1 | 4 | 5 |
| 9:45 | | | 6 | 5 | 11 | 21:45 | | | 2 | 2 | 4 |
| 10:00 | | | 5 | 12 | 17 | 22:00 | | | 1 | 4 | 5 |
| 10:15 | | | 5 | 10 | 15 | 22:15 | | | 3 | 4 | 7 |
| 10:30 | | | 6 | 13 | 19 | 22:30 | | | 1 | 2 | 3 |
| 10:45 | | | 11 | 6 | 17 | 22:45 | | | 3 | 0 | 3 |
| 11:00 | | | 4 | 16 | 20 | 23:00 | | | 0 | 1 | 1 |
| 11:15 | | | 11 | 16 | 27 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 13 | 27 | 40 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 15 | 10 | 25 | 23:45 | | | 3 | 2 | 5 |
| TOTALS | 0 | 0 | 285 | 315 | 600 | TOTALS | 0 | 0 | 408 | 591 | 999 |
| SPLIT % | 0% | 0% | 48% | 53% | 38% | SPLIT % | 0% | 0% | 41% | 59% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 1 | 3 |
| 01:00 | 02:00 | | | 2 | 2 | 4 |
| 02:00 | 03:00 | | | 4 | 1 | 5 |
| 03:00 | 04:00 | | | 2 | 0 | 2 |
| 04:00 | 05:00 | | | 6 | 17 | 23 |
| 05:00 | 06:00 | | | 16 | 20 | 36 |
| 06:00 | 07:00 | | | 27 | 37 | 64 |
| 07:00 | 08:00 | | | 75 | 61 | 136 |
| 08:00 | 09:00 | | | 44 | 33 | 77 |
| 09:00 | 10:00 | | | 37 | 33 | 70 |
| 10:00 | 11:00 | | | 27 | 41 | 68 |
| 11:00 | 12:00 | | | 43 | 69 | 112 |
| 12:00 | 13:00 | | | 53 | 95 | 148 |
| 13:00 | 14:00 | | | 62 | 58 | 120 |
| 14:00 | 15:00 | | | 46 | 64 | 110 |
| 15:00 | 16:00 | | | 38 | 69 | 107 |
| 16:00 | 17:00 | | | 54 | 91 | 145 |
| 17:00 | 18:00 | | | 49 | 99 | 148 |
| 18:00 | 19:00 | | | 40 | 51 | 91 |
| 19:00 | 20:00 | | | 32 | 23 | 55 |
| 20:00 | 21:00 | | | 14 | 12 | 26 |
| 21:00 | 22:00 | | | 8 | 14 | 22 |
| 22:00 | 23:00 | | | 8 | 10 | 18 |
| 23:00 | 00:00 | | | 4 | 5 | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 285 | 315 | 600 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 75 | 69 | 136 |
| Peak Hour Factor | | | 0.605 | 0.639 | 0.773 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 408 | 591 | 999 |
| Peak Hour | | | 12:30 | 17:00 | 12:00 |
| Peak Volume | | | 67 | 99 | 148 |
| Peak Hour Factor | | | 0.838 | 0.884 | 0.822 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 119 | 94 | 213 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 75 | 61 | 136 |
| Peak Hour Factor | | | 0.605 | 0.693 | 0.773 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 103 | 190 | 293 |
| Peak Hour | | | 16:45 | 17:00 | 16:45 |
| Peak Volume | | | 60 | 99 | 148 |
| Peak Hour Factor | | | 0.652 | 0.884 | 0.771 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Dav: Friday
Date: 3/15/2024

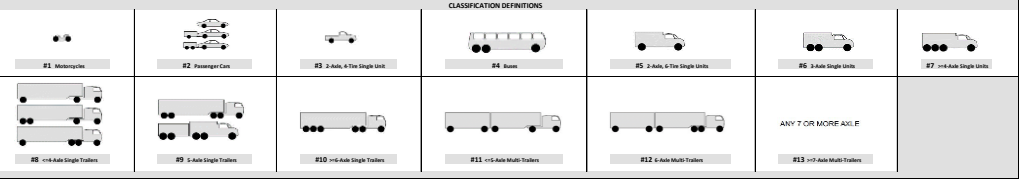
City: Manassas
Project #: VA24 260055 002

### HOURLY BREAKDOWN

| Time | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 5:00 | 1 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 21 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:00 | 0 | 12 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 19 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 31 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:00 | 0 | 29 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 29 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 58 | 22 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 8:00 | 0 | 11 | 21 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 17 | 19 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 28 | 40 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 9:00 | 0 | 22 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 13 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 35 | 21 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 1 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 24 | 8 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 36 | 15 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 11:00 | 1 | 31 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 42 | 10 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 2 | 73 | 18 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 12:00 | 1 | 40 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 55 | 22 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 2 | 95 | 31 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 13:00 | 0 | 32 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 34 | 24 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 | 66 | 32 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 14:00 | 1 | 27 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 29 | 14 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 56 | 23 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 15:00 | 0 | 19 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 45 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 64 | 18 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 16:00 | 0 | 24 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 51 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 75 | 28 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:00 | 1 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 44 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 3 | 67 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 18:00 | 0 | 18 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 36 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 19:00 | 0 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 32 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:00 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 17 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Totals | 6 | 387 | 143 | 3 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 581 | 6 | 480 | 185 | 11 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 728 | 12 | 867 | 328 | 14 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,309 |
| % of Totals | 1% | 67% | 25% | 1% | 7% | | | | | | | | | 100% | 1% | 66% | 25% | 2% | 6% | | | | | | | | | 100% | 1% | 66% | 25% | 1% | 7% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 163 | 78 | 2 | 23 | 0 | 0 | 0 | 0 | 0 | 269 | 1 | 166 | 65 | 5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 4 | 329 | 143 | 7 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 527 |
| % | 1% | 28% | 13% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 46% | 0% | 23% | 9% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 36% | 0% | 25% | 11% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 5:00 | 11:45 | 6:00 | 4:15 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:45 | 10:15 | 11:45 | 8:00 | 8:30 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 10:15 | 11:45 | 8:00 | 8:30 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 44 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 62 | 1 | 53 | 19 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 2 | 96 | 40 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 12:00 - 24:00 | 3 | 224 | 65 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 312 | 5 | 314 | 130 | 6 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 8 | 538 | 185 | 7 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 782 |
| % | 1% | 39% | 11% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 54% | 1% | 43% | 16% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% | 1% | 41% | 14% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% |
| Peak Hour | 12:15 | 12:15 | 15:30 | 12:45 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 12:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 42 | 12 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 59 | 2 | 57 | 26 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 3 | 95 | 34 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 07:00 - 09:00 | 0 | 101 | 31 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 141 | 3 | 146 | 62 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 3 | 208 | 93 | 4 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| % | 0% | 31% | 9% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 43% | 1% | 45% | 19% | 1% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% | 1% | 64% | 28% | 1% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:45 | 8:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 8:00 | 7:45 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 1 | 36 | 24 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 62 | 1 | 59 | 28 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 60 | 40 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 16:00 - 18:00 | 1 | 47 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 2 | 95 | 39 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 3 | 142 | 56 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| % | 0% | 23% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 1% | 46% | 19% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% | 1% | 69% | 27% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 51 | 21 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 1 | 75 | 28 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |

### 15-MINUTE BREAKDOWN

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 4:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 4:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 4:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 5:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 5:45 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 6:00 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 14 |
| 6:15 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 12 |
| 6:30 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 17 |
| 6:45 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 13 |
| 7:00 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 23 |
| 7:15 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 16 |
| 7:30 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 19 |
| 7:45 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 30 |
| 8:00 | 0 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 25 |
| 8:15 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 29 |
| 8:30 | 0 | 7 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 22 |
| 8:45 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 23 |
| 9:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 19 |
| 9:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 14 |
| 9:30 | 0 | 3 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 16 |
| 9:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 12 |
| 10:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 12 |
| 10:15 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 19 |
| 10:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 16 |
| 10:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 16 |
| 11:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 17 |
| 11:15 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 30 |
| 11:30 | 0 | 7 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 28 |
| 11:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 26 |
| 12:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 36 |
| 12:15 | 0 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 34 |
| 12:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 33 |
| 12:45 | 1 | 7 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 35 |
| 13:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 33 |
| 13:15 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 28 |
| 13:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 29 |
| 13:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 19 |
| 14:00 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 29 |
| 14:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 15 |
| 14:30 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 28 |
| 14:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 18 |
| 15:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 14 |
| 15:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 23 |
| 15:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 22 |
| 15:45 | 0 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 30 |
| 16:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 36 |
| 16:15 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 24 |
| 16:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 29 |
| 16:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 18 |
| 17:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 23 |
| 17:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 29 |
| 17:30 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 23 |
| 17:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 20 |
| 18:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 18:15 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 13 |
| 18:30 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 14 |
| 18:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 |
| 19:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 16 |
| 19:15 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 14 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 20:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 6 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 22:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Totals | 6 | 387 | 143 | 3 | 42 | 0 | 0 | 0 | 0 | 0 | 581 | 6 | 480 | 185 | 11 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 728 | 12 | 867 | 328 | 14 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,309 |
| % of Totals | 1% | 67% | 25% | 1% | 7% | | | | | | 100% | 1% | 66% | 25% | 2% | 6% | | | | | | | | | | | | 100% | 1% | 66% | 25% | 1% | 7% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 581 | 728 | 1,309 | |

### 15-Minutes Interval

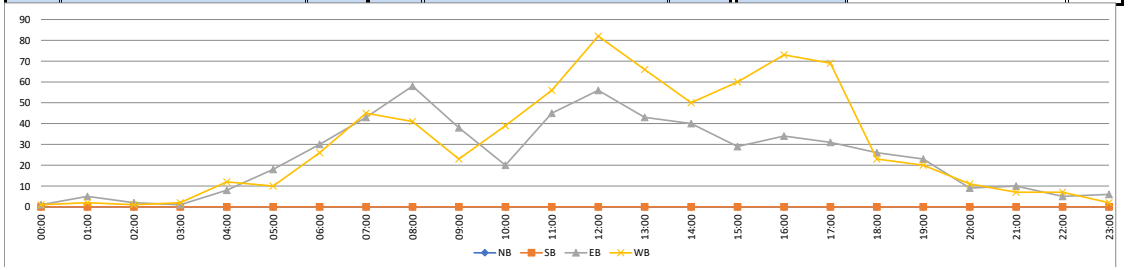
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 13 | 23 | 36 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 18 | 16 | 34 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 12 | 21 | 33 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 13 | 22 | 35 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 16 | 17 | 33 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 13 | 15 | 28 |
| 1:30 | | | 3 | 1 | 4 | 13:30 | | | 8 | 21 | 29 |
| 1:45 | | | 2 | 0 | 2 | 13:45 | | | 6 | 13 | 19 |
| 2:00 | | | 2 | 0 | 2 | 14:00 | | | 13 | 16 | 29 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 4 | 11 | 15 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 14 | 14 | 28 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 9 | 9 | 18 |
| 3:00 | | | 1 | 0 | 1 | 15:00 | | | 4 | 10 | 14 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 7 | 16 | 23 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 6 | 16 | 22 |
| 3:45 | | | 0 | 2 | 2 | 15:45 | | | 12 | 18 | 30 |
| 4:00 | | | 2 | 1 | 3 | 16:00 | | | 8 | 28 | 36 |
| 4:15 | | | 2 | 1 | 3 | 16:15 | | | 8 | 16 | 24 |
| 4:30 | | | 2 | 4 | 6 | 16:30 | | | 12 | 17 | 29 |
| 4:45 | | | 2 | 6 | 8 | 16:45 | | | 6 | 12 | 18 |
| 5:00 | | | 2 | 2 | 4 | 17:00 | | | 4 | 23 | 27 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 7 | 22 | 29 |
| 5:30 | | | 5 | 3 | 8 | 17:30 | | | 11 | 12 | 23 |
| 5:45 | | | 8 | 2 | 10 | 17:45 | | | 9 | 12 | 21 |
| 6:00 | | | 8 | 6 | 14 | 18:00 | | | 3 | 7 | 10 |
| 6:15 | | | 8 | 4 | 12 | 18:15 | | | 6 | 7 | 13 |
| 6:30 | | | 7 | 10 | 17 | 18:30 | | | 11 | 3 | 14 |
| 6:45 | | | 7 | 6 | 13 | 18:45 | | | 6 | 6 | 12 |
| 7:00 | | | 10 | 13 | 23 | 19:00 | | | 7 | 9 | 16 |
| 7:15 | | | 8 | 8 | 16 | 19:15 | | | 10 | 2 | 12 |
| 7:30 | | | 11 | 8 | 19 | 19:30 | | | 4 | 8 | 12 |
| 7:45 | | | 14 | 16 | 30 | 19:45 | | | 2 | 1 | 3 |
| 8:00 | | | 17 | 8 | 25 | 20:00 | | | 0 | 4 | 4 |
| 8:15 | | | 15 | 14 | 29 | 20:15 | | | 3 | 2 | 5 |
| 8:30 | | | 16 | 6 | 22 | 20:30 | | | 2 | 3 | 5 |
| 8:45 | | | 10 | 13 | 23 | 20:45 | | | 4 | 2 | 6 |
| 9:00 | | | 10 | 9 | 19 | 21:00 | | | 4 | 0 | 4 |
| 9:15 | | | 10 | 4 | 14 | 21:15 | | | 3 | 2 | 5 |
| 9:30 | | | 11 | 5 | 16 | 21:30 | | | 0 | 2 | 2 |
| 9:45 | | | 7 | 5 | 12 | 21:45 | | | 3 | 3 | 6 |
| 10:00 | | | 4 | 8 | 12 | 22:00 | | | 2 | 2 | 4 |
| 10:15 | | | 8 | 11 | 19 | 22:15 | | | 3 | 2 | 5 |
| 10:30 | | | 4 | 12 | 16 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 4 | 8 | 12 | 22:45 | | | 0 | 3 | 3 |
| 11:00 | | | 6 | 11 | 17 | 23:00 | | | 3 | 0 | 3 |
| 11:15 | | | 13 | 17 | 30 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 14 | 14 | 28 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 12 | 14 | 26 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 269 | 258 | 527 | TOTALS | 0 | 0 | 312 | 470 | 782 |
| SPLIT % | 0% | 0% | 51% | 49% | 40% | SPLIT % | 0% | 0% | 40% | 60% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 5 | 2 | 7 |
| 02:00 | 03:00 | | | 2 | 1 | 3 |
| 03:00 | 04:00 | | | 1 | 2 | 3 |
| 04:00 | 05:00 | | | 8 | 12 | 20 |
| 05:00 | 06:00 | | | 18 | 10 | 28 |
| 06:00 | 07:00 | | | 30 | 26 | 56 |
| 07:00 | 08:00 | | | 43 | 45 | 88 |
| 08:00 | 09:00 | | | 58 | 41 | 99 |
| 09:00 | 10:00 | | | 38 | 23 | 61 |
| 10:00 | 11:00 | | | 20 | 39 | 59 |
| 11:00 | 12:00 | | | 45 | 56 | 101 |
| 12:00 | 13:00 | | | 56 | 82 | 138 |
| 13:00 | 14:00 | | | 43 | 66 | 109 |
| 14:00 | 15:00 | | | 40 | 50 | 90 |
| 15:00 | 16:00 | | | 29 | 60 | 89 |
| 16:00 | 17:00 | | | 34 | 73 | 107 |
| 17:00 | 18:00 | | | 31 | 69 | 100 |
| 18:00 | 19:00 | | | 26 | 23 | 49 |
| 19:00 | 20:00 | | | 23 | 20 | 43 |
| 20:00 | 21:00 | | | 9 | 11 | 20 |
| 21:00 | 22:00 | | | 10 | 7 | 17 |
| 22:00 | 23:00 | | | 5 | 7 | 12 |
| 23:00 | 00:00 | | | 6 | 2 | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 269 | 258 | 527 |
| Peak Hour | | | 7:45 | 11:00 | 7:45 |
| Peak Volume | | | 62 | 56 | 106 |
| Peak Hour Factor | | | 0.912 | 0.824 | 0.883 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 312 | 470 | 782 |
| Peak Hour | | | 12:15 | 12:00 | 12:00 |
| Peak Volume | | | 59 | 82 | 138 |
| Peak Hour Factor | | | 0.819 | 0.891 | 0.958 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 101 | 86 | 187 |
| Peak Hour | | | 7:45 | 7:30 | 7:45 |
| Peak Volume | | | 62 | 46 | 106 |
| Peak Hour Factor | | | 0.912 | 0.719 | 0.883 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 65 | 142 | 207 |
| Peak Hour | | | 16:00 | 16:30 | 16:00 |
| Peak Volume | | | 34 | 74 | 107 |
| Peak Hour Factor | | | 0.708 | 0.804 | 0.743 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Day: Saturday
Date: 3/16/2024

City: Manassas
Project #: VA24 260055 002

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 1 | 13 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 3 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 2 | 18 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 5 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 20 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:00 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 12 | 214 | 61 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 |
| % of Totals | 4% | 71% | 20% | 0% | 4% | | | | | | | | | 100% |

**WESTBOUND**

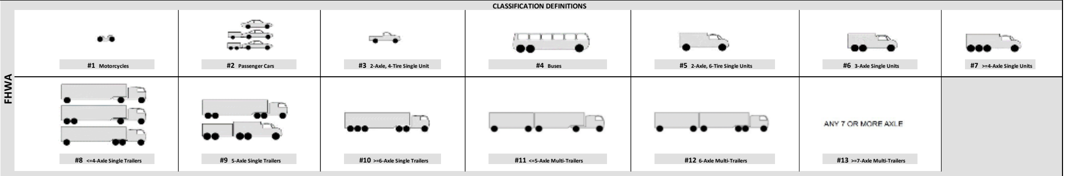
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 1 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 8 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 1 | 27 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:00 | 5 | 17 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 3 | 18 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:00 | 1 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:00 | 0 | 20 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 4 | 15 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 1 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 1 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 17 | 246 | 81 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360 |
| % of Totals | 5% | 68% | 23% | 0% | 4% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 1 | 14 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 16 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:00 | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 1 | 41 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 6 | 25 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:00 | 4 | 31 | 12 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:00 | 4 | 36 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:00 | 0 | 36 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 2 | 35 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:00 | 9 | 41 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:00 | 1 | 32 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 1 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 19:00 | 0 | 31 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 29 | 460 | 142 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 660 |
| % of Totals | 4% | 70% | 22% | 0% | 4% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 57 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| % | 0% | 19% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 11:00 | 9:45 | 10:00 | 11:15 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:00 |
| Peak Volume | 1 | 16 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 - 24:00 | 11 | 157 | 40 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| % | 4% | 52% | 13% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 16:00 | 15:45 | 12:30 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 5 | 26 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 07:00 - 09:00 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| % | 0% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 - 18:00 | 5 | 46 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| % | 2% | 15% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 16:00 | 16:00 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 5 | 26 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 7 | 87 | 36 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| % | 2% | 24% | 10% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 39% |
| Peak Hour | 11:45 | 10:15 | 9:15 | 10:15 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:00 |
| Peak Volume | 7 | 29 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 - 24:00 | 10 | 159 | 45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| % | 3% | 44% | 13% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 61% |
| Peak Hour | 16:00 | 13:30 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 4 | 23 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 07:00 - 09:00 | 1 | 18 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| % | 0% | 5% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:15 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 1 | 11 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 - 18:00 | 5 | 27 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| % | 1% | 8% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 4 | 16 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 8 | 144 | 57 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| % | 1% | 22% | 9% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| Peak Hour | 11:45 | 10:15 | 10:00 | 10:15 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:00 |
| Peak Volume | 8 | 43 | 20 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 12:00 - 24:00 | 21 | 316 | 85 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 440 |
| % | 3% | 48% | 13% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 67% |
| Peak Hour | 16:00 | 15:45 | 13:45 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 9 | 42 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 07:00 - 09:00 | 1 | 30 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| % | 0% | 5% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 1 | 19 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 - 18:00 | 10 | 73 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| % | 2% | 11% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:30 | 16:45 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 9 | 42 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 12 | 214 | 61 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 |
| % of Totals | 4% | 71% | 20% | 0% | 4% | | | | | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 1 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 5 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:45 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 17 | 246 | 81 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360 |
| % of Totals | 5% | 68% | 23% | 0% | 4% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 1 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 0 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 6 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 1 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 1 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 2 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 1 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 2 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 1 | 21 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 1 | 6 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 29 | 460 | 142 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 660 |
| % of Totals | 4% | 70% | 22% | 0% | 4% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 300 | 360 | 660 | |

### 15-Minutes Interval

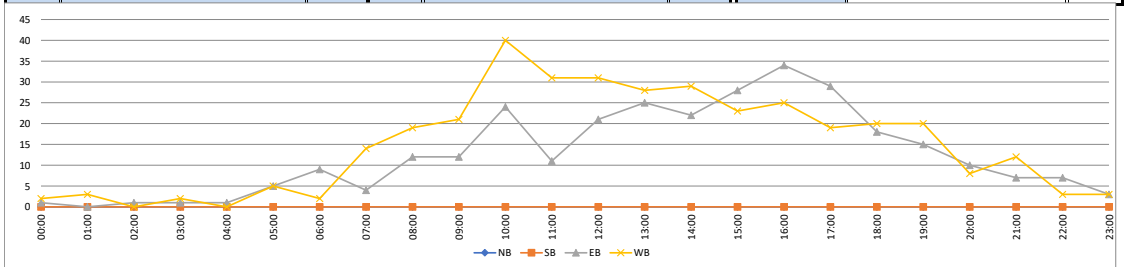
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 2 | 9 | 11 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 7 | 4 | 11 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 6 | 8 | 14 |
| 0:45 | | | 1 | 1 | 2 | 12:45 | | | 6 | 10 | 16 |
| 1:00 | | | 0 | 3 | 3 | 13:00 | | | 9 | 6 | 15 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 6 | 6 | 12 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 6 | 12 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 4 | 10 | 14 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 6 | 6 | 12 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 11 | 17 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 8 | 5 | 13 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 2 | 7 | 9 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 5 | 4 | 9 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 9 | 6 | 15 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 4 | 8 | 12 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 10 | 5 | 15 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 6 | 5 | 11 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 2 | 3 | 5 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 17 | 12 | 29 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 9 | 5 | 14 |
| 5:00 | | | 1 | 0 | 1 | 17:00 | | | 6 | 6 | 12 |
| 5:15 | | | 0 | 2 | 2 | 17:15 | | | 5 | 3 | 8 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 9 | 6 | 15 |
| 5:45 | | | 4 | 2 | 6 | 17:45 | | | 9 | 4 | 13 |
| 6:00 | | | 2 | 0 | 2 | 18:00 | | | 2 | 7 | 9 |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 3 | 5 | 8 |
| 6:30 | | | 2 | 2 | 4 | 18:30 | | | 5 | 1 | 6 |
| 6:45 | | | 5 | 0 | 5 | 18:45 | | | 8 | 7 | 15 |
| 7:00 | | | 0 | 4 | 4 | 19:00 | | | 1 | 6 | 7 |
| 7:15 | | | 1 | 3 | 4 | 19:15 | | | 3 | 6 | 9 |
| 7:30 | | | 2 | 4 | 6 | 19:30 | | | 9 | 6 | 15 |
| 7:45 | | | 1 | 3 | 4 | 19:45 | | | 2 | 2 | 4 |
| 8:00 | | | 2 | 6 | 8 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 4 | 4 | 8 | 20:15 | | | 6 | 2 | 8 |
| 8:30 | | | 4 | 4 | 8 | 20:30 | | | 2 | 0 | 2 |
| 8:45 | | | 2 | 5 | 7 | 20:45 | | | 1 | 3 | 4 |
| 9:00 | | | 0 | 2 | 2 | 21:00 | | | 2 | 3 | 5 |
| 9:15 | | | 3 | 5 | 8 | 21:15 | | | 2 | 7 | 9 |
| 9:30 | | | 3 | 8 | 11 | 21:30 | | | 0 | 0 | 0 |
| 9:45 | | | 6 | 6 | 12 | 21:45 | | | 3 | 2 | 5 |
| 10:00 | | | 5 | 12 | 17 | 22:00 | | | 3 | 2 | 5 |
| 10:15 | | | 3 | 7 | 10 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 6 | 9 | 15 | 22:30 | | | 2 | 0 | 2 |
| 10:45 | | | 10 | 12 | 22 | 22:45 | | | 2 | 1 | 3 |
| 11:00 | | | 4 | 10 | 14 | 23:00 | | | 3 | 0 | 3 |
| 11:15 | | | 3 | 4 | 7 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 0 | 2 | 2 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 4 | 15 | 19 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 81 | 139 | 220 | TOTALS | 0 | 0 | 219 | 221 | 440 |
| SPLIT % | 0% | 0% | 37% | 63% | 33% | SPLIT % | 0% | 0% | 50% | 50% | 67% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 2 | 3 |
| 01:00 | 02:00 | | | 0 | 3 | 3 |
| 02:00 | 03:00 | | | 1 | 0 | 1 |
| 03:00 | 04:00 | | | 1 | 2 | 3 |
| 04:00 | 05:00 | | | 1 | 0 | 1 |
| 05:00 | 06:00 | | | 5 | 5 | 10 |
| 06:00 | 07:00 | | | 9 | 2 | 11 |
| 07:00 | 08:00 | | | 4 | 14 | 18 |
| 08:00 | 09:00 | | | 12 | 19 | 31 |
| 09:00 | 10:00 | | | 12 | 21 | 33 |
| 10:00 | 11:00 | | | 24 | 40 | 64 |
| 11:00 | 12:00 | | | 11 | 31 | 42 |
| 12:00 | 13:00 | | | 21 | 31 | 52 |
| 13:00 | 14:00 | | | 25 | 28 | 53 |
| 14:00 | 15:00 | | | 22 | 29 | 51 |
| 15:00 | 16:00 | | | 28 | 23 | 51 |
| 16:00 | 17:00 | | | 34 | 25 | 59 |
| 17:00 | 18:00 | | | 29 | 19 | 48 |
| 18:00 | 19:00 | | | 18 | 20 | 38 |
| 19:00 | 20:00 | | | 15 | 20 | 35 |
| 20:00 | 21:00 | | | 10 | 8 | 18 |
| 21:00 | 22:00 | | | 7 | 12 | 19 |
| 22:00 | 23:00 | | | 7 | 3 | 10 |
| 23:00 | 00:00 | | | 3 | 3 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 81 | 139 | 220 |
| Peak Hour | | | 10:00 | 10:00 | 10:00 |
| Peak Volume | | | 24 | 40 | 64 |
| Peak Hour Factor | | | 0.600 | 0.833 | 0.727 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 219 | 221 | 440 |
| Peak Hour | | | 16:30 | 13:30 | 16:30 |
| Peak Volume | | | 37 | 33 | 63 |
| Peak Hour Factor | | | 0.544 | 0.750 | 0.543 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 16 | 33 | 49 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 12 | 19 | 31 |
| Peak Hour Factor | | | 0.750 | 0.792 | 0.969 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 63 | 44 | 107 |
| Peak Hour | | | 16:30 | 16:15 | 16:30 |
| Peak Volume | | | 37 | 26 | 63 |
| Peak Hour Factor | | | 0.544 | 0.542 | 0.543 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd W/O James Payne Ct

Day: Sunday
Date: 3/17/2024

City: Manassas
Project #: VA24 260055 002

## HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 1 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 14 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 2 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 1 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 2 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 3 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:00 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:00 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 10 | 171 | 44 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| % of Totals | 4% | 74% | 19% | | 3% | | | | | | | | | 100% |

**WESTBOUND**

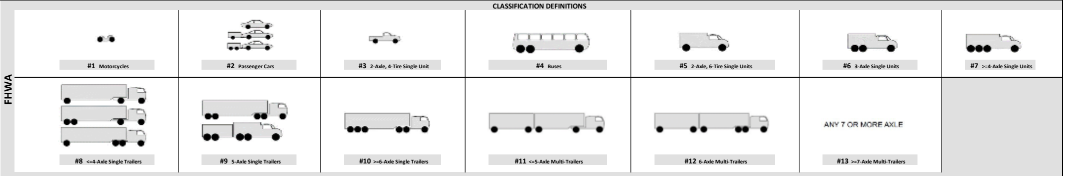
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 1 | 24 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 2 | 18 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 2 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 4 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 4 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 2 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:00 | 2 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 20 | 208 | 61 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| % of Totals | 7% | 70% | 20% | | 3% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 2 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 1 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 2 | 39 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:00 | 2 | 32 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:00 | 2 | 38 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 14:00 | 3 | 33 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 6 | 33 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 16:00 | 7 | 32 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:00 | 3 | 35 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 18:00 | 2 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 19:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 30 | 379 | 105 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 |
| % of Totals | 6% | 71% | 20% | | 3% | | | | | | | | | 100% |

## FHWA

### CLASSIFICATION DEFINITIONS




## STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 49 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| % | 0% | 21% | 3% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 11:00 | 10:45 | 10:15 | 0:00 | 10:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 15 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 - 24:00 | 9 | 122 | 36 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| % | 4% | 53% | 16% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 15:45 | 13:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 3 | 20 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 - 09:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| % | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 - 18:00 | 4 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| % | 2% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 55 | 17 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| % | 1% | 18% | 6% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 11:45 | 11:00 | 11:45 | 0:00 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 3 | 24 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 - 24:00 | 16 | 153 | 44 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| % | 5% | 51% | 15% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 14:30 | 16:30 | 16:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 6 | 25 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 07:00 - 09:00 | 2 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| % | 1% | 2% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 8:00 | 7:30 | 7:45 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 2 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 6 | 38 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| % | 2% | 13% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 4 | 25 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 104 | 25 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| % | 1% | 20% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 11:45 | 11:00 | 11:45 | 0:00 | 10:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 4 | 39 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:00 - 24:00 | 25 | 275 | 80 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| % | 5% | 52% | 15% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 14:30 | 16:30 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 8 | 40 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 07:00 - 09:00 | 2 | 10 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| % | 0% | 2% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% |
| Peak Hour | 8:00 | 7:45 | 7:45 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 2 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 - 18:00 | 10 | 67 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| % | 2% | 13% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 7 | 40 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |

## 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:15 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 10 | 171 | 44 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| % of Totals | 4% | 74% | 19% | | 3% | | | | | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 20 | 208 | 61 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| % of Totals | 7% | 70% | 20% | | 3% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 11 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 1 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 2 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 2 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 30 | 379 | 105 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 |
| % of Totals | 6% | 71% | 20% | | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 232 | 299 | 531 |

DAILY TOTALS

### 15-Minutes Interval

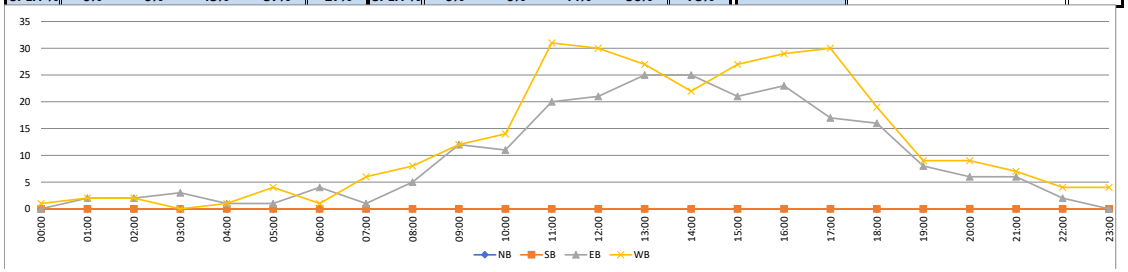
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 4 | 6 | 10 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 5 | 5 | 10 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 11 | 18 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 8 | 13 |
| 1:00 | | | 1 | 1 | 2 | 13:00 | | | 8 | 5 | 13 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 5 | 9 | 14 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 5 | 11 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 6 | 8 | 14 |
| 2:00 | | | 1 | 1 | 2 | 14:00 | | | 9 | 1 | 10 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 6 | 12 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 1 | 8 | 9 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 9 | 7 | 16 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 2 | 4 | 6 |
| 3:15 | | | 1 | 0 | 1 | 15:15 | | | 10 | 6 | 16 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 3 | 11 | 14 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 6 | 6 | 12 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 3 | 9 | 12 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 9 | 5 | 14 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 7 | 6 | 13 |
| 4:45 | | | 1 | 0 | 1 | 16:45 | | | 4 | 9 | 13 |
| 5:00 | | | 0 | 1 | 1 | 17:00 | | | 3 | 14 | 17 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 5 | 8 | 13 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 7 | 4 | 11 |
| 5:45 | | | 1 | 2 | 3 | 17:45 | | | 2 | 4 | 6 |
| 6:00 | | | 3 | 1 | 4 | 18:00 | | | 4 | 7 | 11 |
| 6:15 | | | 1 | 0 | 1 | 18:15 | | | 6 | 3 | 9 |
| 6:30 | | | 0 | 0 | 0 | 18:30 | | | 2 | 2 | 4 |
| 6:45 | | | 0 | 0 | 0 | 18:45 | | | 4 | 7 | 11 |
| 7:00 | | | 0 | 1 | 1 | 19:00 | | | 1 | 3 | 4 |
| 7:15 | | | 0 | 1 | 1 | 19:15 | | | 4 | 2 | 6 |
| 7:30 | | | 0 | 1 | 1 | 19:30 | | | 1 | 4 | 5 |
| 7:45 | | | 1 | 3 | 4 | 19:45 | | | 2 | 0 | 2 |
| 8:00 | | | 0 | 2 | 2 | 20:00 | | | 2 | 2 | 4 |
| 8:15 | | | 1 | 3 | 4 | 20:15 | | | 0 | 2 | 2 |
| 8:30 | | | 2 | 1 | 3 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 2 | 2 | 4 | 20:45 | | | 2 | 3 | 5 |
| 9:00 | | | 2 | 4 | 6 | 21:00 | | | 2 | 2 | 4 |
| 9:15 | | | 1 | 1 | 2 | 21:15 | | | 2 | 2 | 4 |
| 9:30 | | | 5 | 4 | 9 | 21:30 | | | 2 | 3 | 5 |
| 9:45 | | | 4 | 3 | 7 | 21:45 | | | 0 | 0 | 0 |
| 10:00 | | | 4 | 5 | 9 | 22:00 | | | 1 | 2 | 3 |
| 10:15 | | | 1 | 1 | 2 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 2 | 3 | 5 | 22:30 | | | 1 | 1 | 2 |
| 10:45 | | | 4 | 5 | 9 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 7 | 10 | 17 | 23:00 | | | 0 | 1 | 1 |
| 11:15 | | | 4 | 4 | 8 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 4 | 9 | 13 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 5 | 8 | 13 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 62 | 82 | 144 | TOTALS | 0 | 0 | 170 | 217 | 387 |
| SPLIT % | 0% | 0% | 43% | 57% | 27% | SPLIT % | 0% | 0% | 44% | 56% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 2 | 2 | 4 |
| 02:00 | 03:00 | | | 2 | 2 | 4 |
| 03:00 | 04:00 | | | 3 | 0 | 3 |
| 04:00 | 05:00 | | | 1 | 1 | 2 |
| 05:00 | 06:00 | | | 1 | 4 | 5 |
| 06:00 | 07:00 | | | 4 | 1 | 5 |
| 07:00 | 08:00 | | | 1 | 6 | 7 |
| 08:00 | 09:00 | | | 5 | 8 | 13 |
| 09:00 | 10:00 | | | 12 | 12 | 24 |
| 10:00 | 11:00 | | | 11 | 14 | 25 |
| 11:00 | 12:00 | | | 20 | 31 | 51 |
| 12:00 | 13:00 | | | 21 | 30 | 51 |
| 13:00 | 14:00 | | | 25 | 27 | 52 |
| 14:00 | 15:00 | | | 25 | 22 | 47 |
| 15:00 | 16:00 | | | 21 | 27 | 48 |
| 16:00 | 17:00 | | | 23 | 29 | 52 |
| 17:00 | 18:00 | | | 17 | 30 | 47 |
| 18:00 | 19:00 | | | 16 | 19 | 35 |
| 19:00 | 20:00 | | | 8 | 9 | 17 |
| 20:00 | 21:00 | | | 6 | 9 | 15 |
| 21:00 | 22:00 | | | 6 | 7 | 13 |
| 22:00 | 23:00 | | | 2 | 4 | 6 |
| 23:00 | 00:00 | | | 0 | 4 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 62 | 82 | 144 |
| Peak Hour | | | 11:00 | 11:00 | 11:00 |
| Peak Volume | | | 20 | 31 | 51 |
| Peak Hour Factor | | | 0.714 | 0.775 | 0.750 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 170 | 217 | 387 |
| Peak Hour | | | 13:30 | 16:30 | 12:30 |
| Peak Volume | | | 27 | 37 | 58 |
| Peak Hour Factor | | | 0.750 | 0.661 | 0.806 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 6 | 14 | 20 |
| Peak Hour | | | 8:00 | 7:30 | 7:45 |
| Peak Volume | | | 5 | 9 | 13 |
| Peak Hour Factor | | | 0.625 | 0.750 | 0.813 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 40 | 59 | 99 |
| Peak Hour | | | 16:00 | 16:30 | 16:15 |
| Peak Volume | | | 23 | 37 | 57 |
| Peak Hour Factor | | | 0.639 | 0.661 | 0.838 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_002

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 4 | 3 | 0 | 2 | 0 | 0 | 18 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 5 | 2 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 11:00 | 0 | 0 | 1 | 0 | 4 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 0 | 1 | 1 | 1 | 5 | 12 | 3 | 1 | 1 | 1 | 0 | 0 | 26 |
| 13:00 | 0 | 0 | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 0 | 2 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| **Totals** | 0 | 1 | 5 | 15 | 28 | 47 | 58 | 31 | 17 | 3 | 5 | 0 | 0 | 210 |
| **% of Totals** | | 0% | 2% | 7% | 13% | 22% | 28% | 15% | 8% | 1% | 2% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 2 | 1 | 7 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 0 | 0 | 1 | 4 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 8 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 0 | 0 | 2 | 0 | 7 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 1 | 0 | 0 | 0 | 3 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 5 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Totals** | 1 | 0 | 2 | 12 | 28 | 79 | 60 | 33 | 12 | 4 | 0 | 0 | 0 | 231 |
| **% of Totals** | 0% | | 1% | 5% | 12% | 34% | 26% | 14% | 5% | 2% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 1 | 0 | 2 | 1 | 2 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 4 | 3 | 11 | 5 | 4 | 3 | 1 | 2 | 0 | 0 | 33 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 0 | 6 | 6 | 7 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 9 | 11 | 2 | 1 | 1 | 1 | 0 | 0 | 26 |
| 11:00 | 0 | 0 | 1 | 0 | 6 | 14 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 | 0 | 0 | 1 | 1 | 4 | 12 | 17 | 11 | 2 | 1 | 1 | 0 | 0 | 50 |
| 13:00 | 0 | 0 | 1 | 5 | 3 | 10 | 9 | 5 | 6 | 0 | 0 | 0 | 0 | 39 |
| 14:00 | 1 | 0 | 2 | 0 | 4 | 8 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 28 |
| 15:00 | 0 | 0 | 0 | 0 | 6 | 3 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 0 | 0 | 0 | 6 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 0 | 0 | 0 | 1 | 5 | 6 | 8 | 3 | 6 | 0 | 0 | 0 | 0 | 29 |
| 18:00 | 0 | 0 | 0 | 2 | 1 | 4 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 0 | 0 | 4 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 0 | 1 | 1 | 2 | 5 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| **Totals** | 1 | 1 | 7 | 27 | 56 | 126 | 118 | 64 | 29 | 7 | 5 | 0 | 0 | 441 |
| **% of Totals** | 0% | 0% | 2% | 6% | 13% | 29% | 27% | 15% | 7% | 2% | 1% | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 1 | 7 | 12 | 20 | 25 | 11 | 8 | 1 | 4 | 0 | 0 | 90 |
| % | 0% | 0% | 0% | 3% | 6% | 10% | 12% | 5% | 4% | 0% | 2% | 0% | 0% | 43% |
| Peak Hour | 0:00 | 6:00 | 10:15 | 9:00 | 11:00 | 11:00 | 11:30 | 7:00 | 6:45 | 7:15 | 6:30 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 1 | 1 | 5 | 4 | 6 | 13 | 4 | 3 | 1 | 2 | 0 | 0 | 28 |
| 12:00 - 24:00 | 0 | 0 | 4 | 8 | 16 | 27 | 33 | 20 | 9 | 2 | 1 | 0 | 0 | 120 |
| % | 0% | 0% | 2% | 4% | 8% | 13% | 16% | 10% | 4% | 1% | 0% | 0% | 0% | 57% |
| Peak Hour | 12:00 | 12:00 | 12:15 | 13:00 | 15:45 | 12:00 | 12:00 | 13:00 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 4 | 5 | 12 | 4 | 4 | 1 | 1 | 0 | 0 | 26 |
| 07:00 - 09:00 | 0 | 0 | 0 | 2 | 3 | 5 | 1 | 5 | 5 | 1 | 2 | 0 | 0 | 24 |
| % | 0% | 0% | 0% | 1% | 1% | 2% | 0% | 2% | 2% | 0% | 1% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 4 | 3 | 1 | 2 | 0 | 0 | 18 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 19 |
| % | 0% | 0% | 0% | 0% | 2% | 2% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:30 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 12 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 1 | 6 | 9 | 37 | 27 | 14 | 2 | 2 | 0 | 0 | 0 | 98 |
| % | 0% | 0% | 0% | 3% | 4% | 18% | 13% | 7% | 1% | 1% | 0% | 0% | 0% | 47% |
| Peak Hour | 0:00 | 0:00 | 1:15 | 5:45 | 9:00 | 11:15 | 10:15 | 11:45 | 7:30 | 6:45 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 1 | 2 | 4 | 12 | 8 | 8 | 1 | 1 | 0 | 0 | 0 | 26 |
| 12:00 - 24:00 | 1 | 0 | 1 | 6 | 19 | 42 | 33 | 19 | 10 | 2 | 0 | 0 | 0 | 133 |
| % | 0% | 0% | 0% | 3% | 9% | 20% | 16% | 9% | 5% | 1% | 0% | 0% | 0% | 63% |
| Peak Hour | 13:45 | 12:00 | 21:00 | 12:45 | 15:15 | 16:30 | 12:15 | 12:00 | 17:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 0 | 1 | 2 | 4 | 8 | 7 | 8 | 4 | 1 | 0 | 0 | 0 | 24 |
| 07:00 - 09:00 | 0 | 0 | 0 | 2 | 2 | 13 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 26 |
| % | 0% | 0% | 0% | 1% | 1% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 2 | 9 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 6 | 10 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 30 |
| % | 0% | 0% | 0% | 0% | 3% | 5% | 4% | 1% | 2% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:15 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 3 | 8 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 21 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 2 | 13 | 21 | 57 | 52 | 25 | 10 | 3 | 4 | 0 | 0 | 188 |
| % | 0% | 0% | 1% | 6% | 10% | 27% | 25% | 12% | 5% | 1% | 2% | 0% | 0% | 90% |
| Peak Hour | 0:00 | 6:00 | 1:15 | 9:00 | 8:30 | 11:15 | 11:30 | 11:45 | 7:30 | 7:15 | 6:30 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 1 | 1 | 6 | 6 | 17 | 18 | 11 | 4 | 2 | 2 | 0 | 0 | 53 |
| 12:00 - 24:00 | 1 | 0 | 5 | 14 | 35 | 69 | 66 | 39 | 19 | 4 | 1 | 0 | 0 | 253 |
| % | 0% | 0% | 2% | 7% | 17% | 33% | 31% | 19% | 9% | 2% | 0% | 0% | 0% | 120% |
| Peak Hour | 13:45 | 12:00 | 12:15 | 13:00 | 15:45 | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 0 | 2 | 5 | 8 | 12 | 17 | 11 | 6 | 1 | 1 | 0 | 0 | 50 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 5 | 18 | 8 | 5 | 6 | 2 | 2 | 0 | 0 | 50 |
| % | 0% | 0% | 0% | 2% | 2% | 9% | 4% | 2% | 3% | 1% | 1% | 0% | 0% | 24% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 4 | 11 | 5 | 4 | 4 | 2 | 2 | 0 | 0 | 33 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 11 | 14 | 11 | 6 | 6 | 0 | 0 | 0 | 0 | 49 |
| % | 0% | 0% | 0% | 0% | 5% | 7% | 5% | 3% | 3% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 0 | 0 | 1 | 6 | 10 | 8 | 6 | 6 | 0 | 0 | 0 | 0 | 33 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 32 | 41 | 41 | 49 | 54 | 210 |
| WESTBOUND | 34 | 40 | 40 | 47 | 52 | 231 |
| TOTALS | 33 | 40 | 40 | 48 | 53 | 441 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Totals** | 0 | 1 | 5 | 15 | 28 | 47 | 58 | 31 | 17 | 3 | 5 | 0 | 0 | 210 |
| **% of Totals** | 0% | 0% | 2% | 7% | 13% | 22% | 28% | 15% | 8% | 1% | 2% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Totals** | 1 | 0 | 2 | 12 | 28 | 79 | 60 | 33 | 12 | 4 | 0 | 0 | 0 | 231 |
| **% of Totals** | 0% | 0% | 1% | 5% | 12% | 34% | 26% | 14% | 5% | 2% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 9 |
| 7:45 | 0 | 0 | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 1 | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| 13:00 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 0 | 0 | 1 | 1 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Totals** | 1 | 1 | 7 | 27 | 56 | 126 | 118 | 64 | 29 | 7 | 5 | 0 | 0 | 441 |
| **% of Totals** | 0% | 0% | 2% | 6% | 13% | 29% | 27% | 15% | 7% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 210 | 231 | 441 |

DAILY TOTALS

### 15-Minutes Interval

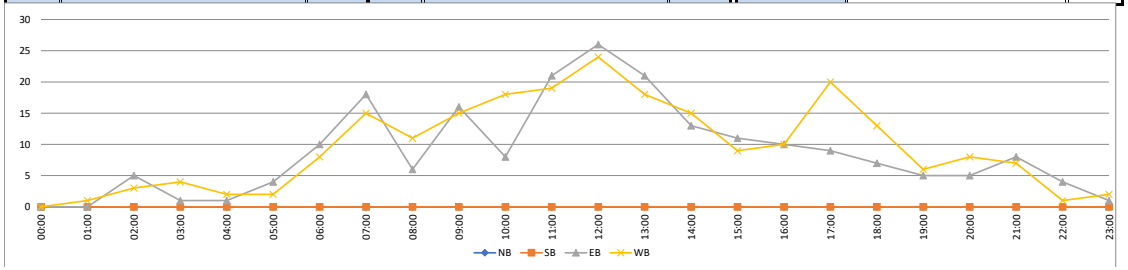
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 6 | 11 | 17 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 10 | 4 | 14 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 5 | 5 | 10 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 4 | 9 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 3 | 6 | 9 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 7 | 6 | 13 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 5 | 3 | 8 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 6 | 3 | 9 |
| 2:00 | | | 0 | 3 | 3 | 14:00 | | | 1 | 4 | 5 |
| 2:15 | | | 3 | 0 | 3 | 14:15 | | | 6 | 3 | 9 |
| 2:30 | | | 1 | 0 | 1 | 14:30 | | | 2 | 3 | 5 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 4 | 5 | 9 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 1 | 2 | 3 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 2 | 4 | 6 |
| 3:30 | | | 1 | 2 | 3 | 15:30 | | | 4 | 2 | 6 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 4 | 1 | 5 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 3 | 2 | 5 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 2 | 1 | 3 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 1 | 3 | 4 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 4 | 4 | 8 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 4 | 8 | 12 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 1 | 5 | 6 |
| 5:30 | | | 2 | 2 | 4 | 17:30 | | | 3 | 4 | 7 |
| 5:45 | | | 2 | 0 | 2 | 17:45 | | | 1 | 3 | 4 |
| 6:00 | | | 3 | 1 | 4 | 18:00 | | | 2 | 6 | 8 |
| 6:15 | | | 0 | 3 | 3 | 18:15 | | | 1 | 3 | 4 |
| 6:30 | | | 6 | 3 | 9 | 18:30 | | | 2 | 4 | 6 |
| 6:45 | | | 1 | 1 | 2 | 18:45 | | | 2 | 0 | 2 |
| 7:00 | | | 6 | 2 | 8 | 19:00 | | | 3 | 2 | 5 |
| 7:15 | | | 4 | 3 | 7 | 19:15 | | | 0 | 2 | 2 |
| 7:30 | | | 4 | 5 | 9 | 19:30 | | | 1 | 0 | 1 |
| 7:45 | | | 4 | 5 | 9 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 1 | 0 | 1 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 3 | 5 | 8 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 2 | 2 | 4 | 20:30 | | | 3 | 2 | 5 |
| 8:45 | | | 0 | 4 | 4 | 20:45 | | | 1 | 2 | 3 |
| 9:00 | | | 1 | 4 | 5 | 21:00 | | | 4 | 0 | 4 |
| 9:15 | | | 2 | 6 | 8 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 5 | 3 | 8 | 21:30 | | | 3 | 3 | 6 |
| 9:45 | | | 8 | 2 | 10 | 21:45 | | | 1 | 3 | 4 |
| 10:00 | | | 1 | 1 | 2 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 4 | 4 | 8 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 3 | 7 | 10 | 22:30 | | | 2 | 0 | 2 |
| 10:45 | | | 0 | 6 | 6 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 6 | 4 | 10 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 4 | 6 | 10 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 4 | 4 | 8 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 7 | 5 | 12 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 90 | 98 | 188 | TOTALS | 0 | 0 | 120 | 133 | 253 |
| SPLIT % | 0% | 0% | 48% | 52% | 43% | SPLIT % | 0% | 0% | 47% | 53% | 57% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 0 | 1 | 1 |
| 02:00 | 03:00 | | | 5 | 3 | 8 |
| 03:00 | 04:00 | | | 1 | 4 | 5 |
| 04:00 | 05:00 | | | 1 | 2 | 3 |
| 05:00 | 06:00 | | | 4 | 2 | 6 |
| 06:00 | 07:00 | | | 10 | 8 | 18 |
| 07:00 | 08:00 | | | 18 | 15 | 33 |
| 08:00 | 09:00 | | | 6 | 11 | 17 |
| 09:00 | 10:00 | | | 16 | 15 | 31 |
| 10:00 | 11:00 | | | 8 | 18 | 26 |
| 11:00 | 12:00 | | | 21 | 19 | 40 |
| 12:00 | 13:00 | | | 26 | 24 | 50 |
| 13:00 | 14:00 | | | 21 | 18 | 39 |
| 14:00 | 15:00 | | | 13 | 15 | 28 |
| 15:00 | 16:00 | | | 11 | 9 | 20 |
| 16:00 | 17:00 | | | 10 | 10 | 20 |
| 17:00 | 18:00 | | | 9 | 20 | 29 |
| 18:00 | 19:00 | | | 7 | 13 | 20 |
| 19:00 | 20:00 | | | 5 | 6 | 11 |
| 20:00 | 21:00 | | | 5 | 8 | 13 |
| 21:00 | 22:00 | | | 8 | 7 | 15 |
| 22:00 | 23:00 | | | 4 | 1 | 5 |
| 23:00 | 00:00 | | | 1 | 2 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 90 | 98 | 188 |
| Peak Hour | | | 11:00 | 10:30 | 11:00 |
| Peak Volume | | | 21 | 23 | 40 |
| Peak Hour Factor | | | 0.750 | 0.821 | 0.833 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 120 | 133 | 253 |
| Peak Hour | | | 12:00 | 12:00 | 12:00 |
| Peak Volume | | | 26 | 24 | 50 |
| Peak Hour Factor | | | 0.650 | 0.545 | 0.735 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 24 | 26 | 50 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 18 | 15 | 33 |
| Peak Hour Factor | | | 0.750 | 0.750 | 0.917 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 19 | 30 | 49 |
| Peak Hour | | | 16:45 | 16:45 | 16:45 |
| Peak Volume | | | 12 | 21 | 33 |
| Peak Hour Factor | | | 0.750 | 0.656 | 0.688 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_002

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 1 | 0 | 4 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 0 | 1 | 2 | 3 | 5 | 7 | 5 | 1 | 0 | 3 | 0 | 0 | 27 |
| 14:00 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 1 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 14 |
| 16:00 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 11 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 0 | 4 | 11 | 29 | 39 | 31 | 26 | 13 | 5 | 5 | 0 | 0 | 165 |
| % of Totals | 1% | | 2% | 7% | 18% | 24% | 19% | 16% | 8% | 3% | 3% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 5 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 13 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 16 |
| 12:00 | 0 | 1 | 0 | 0 | 3 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 0 | 0 | 2 | 2 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 2 | 3 | 3 | 3 | 5 | 2 | 0 | 1 | 0 | 0 | 19 |
| 15:00 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 13 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 5 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 0 | 0 | 2 | 2 | 5 | 3 | 4 | 0 | 0 | 2 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 1 | 0 | 3 | 6 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 2 | 2 | 10 | 35 | 71 | 47 | 30 | 10 | 5 | 5 | 0 | 0 | 217 |
| % of Totals | | 1% | 1% | 5% | 16% | 33% | 22% | 14% | 5% | 2% | 2% | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 0 | 1 | 0 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 0 | 1 | 4 | 10 | 7 | 2 | 1 | 1 | 1 | 0 | 0 | 27 |
| 11:00 | 0 | 0 | 0 | 0 | 4 | 9 | 3 | 6 | 2 | 1 | 2 | 0 | 0 | 27 |
| 12:00 | 0 | 1 | 1 | 0 | 7 | 10 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 29 |
| 13:00 | 0 | 0 | 1 | 4 | 5 | 14 | 10 | 8 | 1 | 0 | 3 | 0 | 0 | 46 |
| 14:00 | 0 | 0 | 1 | 4 | 4 | 4 | 4 | 7 | 3 | 0 | 1 | 0 | 0 | 28 |
| 15:00 | 1 | 0 | 0 | 1 | 5 | 5 | 7 | 4 | 2 | 2 | 0 | 0 | 0 | 27 |
| 16:00 | 1 | 1 | 1 | 1 | 2 | 7 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 0 | 0 | 4 | 3 | 8 | 6 | 7 | 0 | 2 | 2 | 0 | 0 | 32 |
| 18:00 | 0 | 0 | 1 | 0 | 5 | 8 | 6 | 9 | 1 | 0 | 1 | 0 | 0 | 31 |
| 19:00 | 0 | 0 | 0 | 0 | 5 | 4 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 2 | 2 | 6 | 21 | 64 | 110 | 78 | 56 | 23 | 10 | 10 | 0 | 0 | 382 |
| % of Totals | 1% | 1% | 2% | 5% | 17% | 29% | 20% | 15% | 6% | 3% | 3% | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 2 | 10 | 15 | 10 | 4 | 4 | 2 | 1 | 0 | 0 | 48 |
| % | 0% | 0% | 0% | 1% | 6% | 9% | 6% | 2% | 2% | 1% | 1% | 0% | 0% | 29% |
| Peak Hour | 0:00 | 0:00 | 11:45 | 3:00 | 9:30 | 10:45 | 8:00 | 10:00 | 11:15 | 6:45 | 11:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 1 | 1 | 3 | 7 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 16 |
| 12:00 - 24:00 | 2 | 0 | 4 | 9 | 19 | 24 | 21 | 22 | 9 | 3 | 4 | 0 | 0 | 117 |
| % | 1% | 0% | 2% | 5% | 12% | 15% | 13% | 13% | 5% | 2% | 2% | 0% | 0% | 71% |
| Peak Hour | 14:30 | 12:00 | 12:15 | 13:30 | 12:00 | 13:00 | 13:00 | 12:45 | 18:30 | 16:45 | 12:30 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 1 | 0 | 2 | 3 | 4 | 5 | 7 | 5 | 3 | 2 | 3 | 0 | 0 | 27 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 11 |
| % | 0% | 0% | 0% | 0% | 1% | 2% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 16:00 - 18:00 | 1 | 0 | 1 | 3 | 3 | 5 | 4 | 4 | 1 | 2 | 0 | 0 | 0 | 24 |
| % | 1% | 0% | 1% | 2% | 2% | 3% | 2% | 2% | 1% | 1% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:15 | 16:45 | 16:45 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 0 | 1 | 2 | 2 | 3 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 15 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 1 | 4 | 15 | 22 | 13 | 6 | 2 | 2 | 2 | 0 | 0 | 67 |
| % | 0% | 0% | 1% | 2% | 9% | 13% | 8% | 4% | 1% | 1% | 1% | 0% | 0% | 41% |
| Peak Hour | 0:00 | 0:00 | 7:30 | 9:15 | 8:30 | 11:15 | 9:45 | 11:00 | 11:45 | 11:45 | 9:15 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 1 | 2 | 5 | 7 | 4 | 4 | 2 | 2 | 1 | 0 | 0 | 19 |
| 12:00 - 24:00 | 0 | 2 | 1 | 6 | 20 | 49 | 34 | 24 | 8 | 3 | 3 | 0 | 0 | 150 |
| % | 0% | 1% | 1% | 4% | 12% | 30% | 21% | 15% | 5% | 2% | 2% | 0% | 0% | 91% |
| Peak Hour | 12:00 | 12:00 | 17:45 | 13:45 | 14:15 | 12:30 | 16:15 | 17:45 | 14:30 | 12:00 | 16:15 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 0 | 1 | 1 | 3 | 4 | 9 | 7 | 6 | 3 | 1 | 2 | 0 | 0 | 21 |
| 07:00 - 09:00 | 0 | 0 | 1 | 0 | 7 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| % | 0% | 0% | 1% | 0% | 4% | 3% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:30 | 7:15 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 1 | 0 | 4 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 0 | 1 | 0 | 2 | 2 | 10 | 8 | 6 | 3 | 0 | 2 | 0 | 0 | 34 |
| % | 0% | 1% | 0% | 1% | 1% | 6% | 5% | 4% | 2% | 0% | 1% | 0% | 0% | 21% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:30 | 16:00 | 16:15 | 17:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 0 | 2 | 2 | 5 | 7 | 4 | 3 | 0 | 2 | 0 | 0 | 21 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 1 | 6 | 25 | 37 | 23 | 10 | 6 | 4 | 3 | 0 | 0 | 115 |
| % | 0% | 0% | 1% | 4% | 15% | 22% | 14% | 6% | 4% | 2% | 2% | 0% | 0% | 70% |
| Peak Hour | 0:00 | 0:00 | 7:30 | 6:00 | 11:15 | 11:30 | 10:00 | 11:00 | 11:15 | 9:15 | 11:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 1 | 2 | 6 | 14 | 7 | 6 | 3 | 2 | 2 | 0 | 0 | 35 |
| 12:00 - 24:00 | 2 | 2 | 5 | 15 | 39 | 73 | 55 | 46 | 17 | 6 | 7 | 0 | 0 | 267 |
| % | 1% | 1% | 3% | 9% | 24% | 44% | 33% | 28% | 10% | 4% | 4% | 0% | 0% | 162% |
| Peak Hour | 14:30 | 12:00 | 12:15 | 13:30 | 12:00 | 13:00 | 13:00 | 18:00 | 15:30 | 14:15 | 12:30 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 1 | 1 | 2 | 5 | 7 | 14 | 10 | 9 | 4 | 2 | 3 | 0 | 0 | 46 |
| 07:00 - 09:00 | 0 | 0 | 1 | 0 | 8 | 8 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 27 |
| % | 0% | 0% | 1% | 0% | 5% | 5% | 4% | 1% | 1% | 1% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:30 | 7:15 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 1 | 0 | 5 | 5 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 1 | 1 | 1 | 5 | 5 | 15 | 12 | 10 | 4 | 2 | 2 | 0 | 0 | 58 |
| % | 1% | 1% | 1% | 3% | 3% | 9% | 7% | 6% | 2% | 1% | 1% | 0% | 0% | 35% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:45 | 16:30 | 17:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 1 | 1 | 4 | 3 | 8 | 9 | 7 | 4 | 2 | 2 | 0 | 0 | 36 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| EASTBOUND | 31 | 40 | 40 | 50 | 57 | 165 |
| WESTBOUND | 33 | 39 | 40 | 48 | 55 | 217 |
| TOTALS | 32 | 39 | 40 | 49 | 55 | 382 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 8 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 15:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 0 | 4 | 11 | 29 | 39 | 31 | 26 | 13 | 5 | 5 | 0 | 0 | 165 |
| % of Totals | 1% | 0% | 2% | 7% | 18% | 24% | 19% | 16% | 8% | 3% | 3% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 5 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 10 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 2 | 2 | 10 | 35 | 71 | 47 | 30 | 10 | 5 | 5 | 0 | 0 | 217 |
| % of Totals | 0% | 1% | 1% | 5% | 16% | 33% | 22% | 14% | 5% | 2% | 2% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 1 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 1 | 1 | 1 | 4 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 16 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 11 |
| 13:30 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| 14:15 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 7 |
| 14:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 10 |
| 15:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 14 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 2 | 6 | 21 | 64 | 110 | 78 | 56 | 23 | 10 | 10 | 0 | 0 | 382 |
| % of Totals | 1% | 1% | 2% | 5% | 17% | 29% | 20% | 15% | 6% | 3% | 3% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 165 | 217 | 382 |

DAILY TOTALS

### 15-Minutes Interval

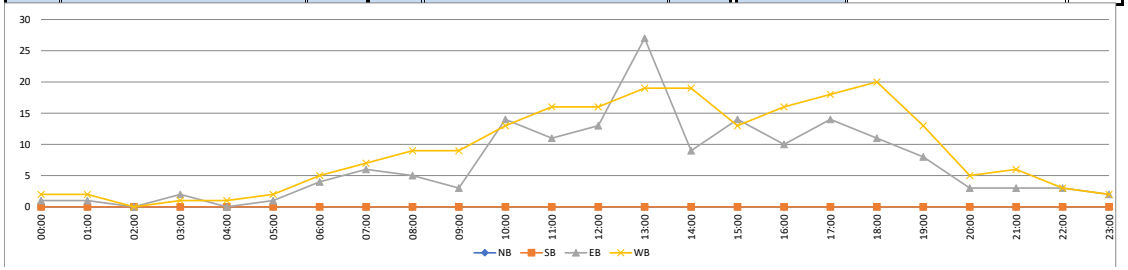
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 1 | 2 | 12:00 | | | 5 | 5 | 10 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 1 | 3 | 4 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 3 | 4 | 7 |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 4 | 4 | 8 |
| 1:00 | | | 1 | 1 | 2 | 13:00 | | | 8 | 8 | 16 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 6 | 5 | 11 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 6 | 2 | 8 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 7 | 4 | 11 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 1 | 8 | 9 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 2 | 4 | 6 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 3 | 4 | 7 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 3 | 3 | 6 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 5 | 5 | 10 |
| 3:15 | | | 1 | 0 | 1 | 15:15 | | | 2 | 1 | 3 |
| 3:30 | | | 0 | 1 | 1 | 15:30 | | | 4 | 2 | 6 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 3 | 5 | 8 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 3 | 6 | 9 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 3 | 2 | 5 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 2 | 2 | 4 |
| 4:45 | | | 0 | 1 | 1 | 16:45 | | | 2 | 6 | 8 |
| 5:00 | | | 1 | 0 | 1 | 17:00 | | | 4 | 10 | 14 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 4 | 3 | 7 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 5 | 2 | 7 |
| 5:45 | | | 0 | 0 | 0 | 17:45 | | | 1 | 3 | 4 |
| 6:00 | | | 1 | 2 | 3 | 18:00 | | | 1 | 5 | 6 |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 4 | 4 | 8 |
| 6:30 | | | 0 | 2 | 2 | 18:30 | | | 2 | 5 | 7 |
| 6:45 | | | 3 | 1 | 4 | 18:45 | | | 4 | 6 | 10 |
| 7:00 | | | 0 | 0 | 0 | 19:00 | | | 4 | 0 | 4 |
| 7:15 | | | 2 | 2 | 4 | 19:15 | | | 2 | 7 | 9 |
| 7:30 | | | 2 | 2 | 4 | 19:30 | | | 0 | 3 | 3 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 2 | 3 | 5 |
| 8:00 | | | 1 | 1 | 2 | 20:00 | | | 0 | 1 | 1 |
| 8:15 | | | 1 | 2 | 3 | 20:15 | | | 1 | 2 | 3 |
| 8:30 | | | 0 | 1 | 1 | 20:30 | | | 0 | 0 | 0 |
| 8:45 | | | 3 | 5 | 8 | 20:45 | | | 2 | 2 | 4 |
| 9:00 | | | 0 | 1 | 1 | 21:00 | | | 0 | 2 | 2 |
| 9:15 | | | 0 | 5 | 5 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 2 | 1 | 3 | 21:30 | | | 0 | 4 | 4 |
| 9:45 | | | 1 | 2 | 3 | 21:45 | | | 2 | 0 | 2 |
| 10:00 | | | 1 | 6 | 7 | 22:00 | | | 0 | 3 | 3 |
| 10:15 | | | 3 | 3 | 6 | 22:15 | | | 2 | 0 | 2 |
| 10:30 | | | 4 | 1 | 5 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 6 | 3 | 9 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 0 | 2 | 2 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 1 | 4 | 5 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 7 | 5 | 12 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 3 | 5 | 8 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 48 | 67 | 115 | TOTALS | 0 | 0 | 117 | 150 | 267 |
| SPLIT % | 0% | 0% | 42% | 58% | 30% | SPLIT % | 0% | 0% | 44% | 56% | 70% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 2 | 3 |
| 01:00 | 02:00 | | | 1 | 2 | 3 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 2 | 1 | 3 |
| 04:00 | 05:00 | | | 0 | 1 | 1 |
| 05:00 | 06:00 | | | 1 | 2 | 3 |
| 06:00 | 07:00 | | | 4 | 5 | 9 |
| 07:00 | 08:00 | | | 6 | 7 | 13 |
| 08:00 | 09:00 | | | 5 | 9 | 14 |
| 09:00 | 10:00 | | | 3 | 9 | 12 |
| 10:00 | 11:00 | | | 14 | 13 | 27 |
| 11:00 | 12:00 | | | 11 | 16 | 27 |
| 12:00 | 13:00 | | | 13 | 16 | 29 |
| 13:00 | 14:00 | | | 27 | 19 | 46 |
| 14:00 | 15:00 | | | 9 | 19 | 28 |
| 15:00 | 16:00 | | | 14 | 13 | 27 |
| 16:00 | 17:00 | | | 10 | 16 | 26 |
| 17:00 | 18:00 | | | 14 | 18 | 32 |
| 18:00 | 19:00 | | | 11 | 20 | 31 |
| 19:00 | 20:00 | | | 8 | 13 | 21 |
| 20:00 | 21:00 | | | 3 | 5 | 8 |
| 21:00 | 22:00 | | | 3 | 6 | 9 |
| 22:00 | 23:00 | | | 3 | 3 | 6 |
| 23:00 | 00:00 | | | 2 | 2 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 48 | 67 | 115 |
| Peak Hour | | | 10:00 | 11:00 | 10:45 |
| Peak Volume | | | 14 | 16 | 28 |
| Peak Hour Factor | | | 0.583 | 0.800 | 0.583 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 117 | 150 | 267 |
| Peak Hour | | | 13:00 | 12:30 | 13:00 |
| Peak Volume | | | 27 | 21 | 46 |
| Peak Hour Factor | | | 0.844 | 0.656 | 0.719 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 11 | 16 | 27 |
| Peak Hour | | | 7:15 | 8:00 | 7:15 |
| Peak Volume | | | 7 | 9 | 15 |
| Peak Hour Factor | | | 0.875 | 0.450 | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 24 | 34 | 58 |
| Peak Hour | | | 16:45 | 16:30 | 16:45 |
| Peak Volume | | | 15 | 21 | 36 |
| Peak Hour Factor | | | 0.750 | 0.525 | 0.643 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Monday **City:** Manassas
**Date:** 3/11/2024 **Project #:** VA24_260055_002

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 16 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 4 | 1 | 2 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 3 | 7 | 7 | 7 | 1 | 3 | 1 | 0 | 0 | 29 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 1 | 2 | 4 | 11 | 10 | 5 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 1 | 2 | 8 | 24 | 22 | 8 | 0 | 0 | 0 | 0 | 65 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 13 | 12 | 18 | 8 | 2 | 2 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 8 | 4 | 3 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 1 | 3 | 20 | 21 | 26 | 12 | 5 | 2 | 0 | 0 | 90 |
| 8:00 | 0 | 0 | 2 | 0 | 3 | 11 | 24 | 9 | 5 | 1 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 2 | 6 | 12 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 40 | 0 | 0 | 2 | 2 | 9 | 23 | 38 | 14 | 5 | 2 | 0 | 0 | 0 | 95 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 9 | 4 | 1 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 1 | 6 | 8 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 1 | 10 | 12 | 14 | 13 | 4 | 1 | 0 | 0 | 0 | 55 |
| 10:00 | 0 | 0 | 1 | 0 | 3 | 4 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 6 | 7 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 0 | 9 | 11 | 19 | 5 | 2 | 1 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 8 | 3 | 1 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 3 | 9 | 11 | 2 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 1 | 0 | 8 | 13 | 19 | 5 | 1 | 1 | 0 | 0 | 48 |
| 12:00 | 0 | 0 | 0 | 1 | 4 | 11 | 14 | 6 | 2 | 1 | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 2 | 11 | 27 | 17 | 14 | 5 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 3 | 15 | 38 | 31 | 20 | 7 | 1 | 1 | 0 | 0 | 116 |
| 13:00 | 0 | 0 | 1 | 1 | 5 | 18 | 16 | 13 | 5 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 2 | 1 | 5 | 14 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 3 | 2 | 10 | 32 | 32 | 22 | 7 | 0 | 0 | 0 | 0 | 108 |
| 14:00 | 0 | 0 | 0 | 2 | 4 | 13 | 8 | 11 | 1 | 1 | 2 | 0 | 0 | 42 | 0 | 0 | 1 | 2 | 5 | 15 | 8 | 13 | 3 | 0 | 3 | 0 | 0 | 50 | 0 | 0 | 1 | 4 | 9 | 28 | 16 | 24 | 4 | 1 | 5 | 0 | 0 | 92 |
| 15:00 | 0 | 0 | 0 | 3 | 4 | 11 | 10 | 3 | 5 | 1 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 8 | 5 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 3 | 7 | 23 | 25 | 11 | 10 | 1 | 0 | 0 | 0 | 80 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 9 | 10 | 9 | 4 | 3 | 2 | 0 | 0 | 39 | 0 | 1 | 0 | 2 | 5 | 28 | 33 | 19 | 5 | 2 | 0 | 0 | 0 | 95 | 0 | 1 | 0 | 3 | 6 | 37 | 43 | 28 | 9 | 5 | 2 | 0 | 0 | 134 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 7 | 14 | 8 | 6 | 2 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 2 | 6 | 23 | 29 | 15 | 4 | 3 | 1 | 0 | 0 | 83 | 0 | 0 | 0 | 2 | 8 | 30 | 43 | 23 | 10 | 5 | 1 | 0 | 0 | 122 |
| 18:00 | 0 | 0 | 0 | 1 | 7 | 5 | 9 | 1 | 2 | 0 | 1 | 0 | 0 | 26 | 0 | 0 | 1 | 2 | 5 | 7 | 17 | 8 | 2 | 0 | 2 | 0 | 0 | 44 | 0 | 0 | 1 | 3 | 12 | 12 | 26 | 9 | 4 | 0 | 3 | 0 | 0 | 70 |
| 19:00 | 0 | 0 | 0 | 0 | 6 | 9 | 6 | 5 | 2 | 0 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 1 | 4 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 10 | 17 | 11 | 8 | 2 | 0 | 1 | 0 | 0 | 50 |
| 20:00 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 2 | 2 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 0 | 0 | 5 | 12 | 52 | 137 | 164 | 121 | 52 | 14 | 11 | 0 | 0 | 568 | 0 | 1 | 4 | 21 | 79 | 198 | 220 | 137 | 40 | 13 | 7 | 0 | 0 | 720 | 0 | 1 | 9 | 33 | 131 | 335 | 384 | 258 | 92 | 27 | 18 | 0 | 0 | 1,288 |
| % of Totals | | | 1% | 2% | 9% | 24% | 29% | 21% | 9% | 2% | 2% | | | 100% | | 0% | 1% | 3% | 11% | 28% | 31% | 19% | 6% | 2% | 1% | | | 100% | | 0% | 1% | 3% | 10% | 26% | 30% | 20% | 7% | 2% | 1% | | | 100% |

### STATISTICS

| | EASTBOUND 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | WESTBOUND 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | TOTALS 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 3 | 2 | 14 | 46 | 73 | 64 | 25 | 6 | 4 | 0 | 0 | 237 | 0 | 0 | 0 | 6 | 28 | 55 | 71 | 45 | 14 | 8 | 1 | 0 | 0 | 228 | 0 | 0 | 3 | 8 | 42 | 101 | 144 | 109 | 39 | 14 | 5 | 0 | 0 | 465 |
| % | 0% | 0% | 1% | 0% | 2% | 8% | 13% | 11% | 4% | 1% | 1% | 0% | 0% | 42% | 0% | 0% | 0% | 1% | 5% | 10% | 13% | 8% | 2% | 1% | 0% | 0% | 0% | 40% | 0% | 0% | 1% | 1% | 7% | 18% | 25% | 19% | 7% | 2% | 1% | 0% | 0% | 82% |
| Peak Hour | 0:00 | 0:00 | 7:15 | 3:45 | 8:45 | 7:15 | 8:00 | 7:00 | 7:00 | 7:30 | 7:00 | 0:00 | 0:00 | 7:15 | 0:00 | 0:00 | 0:00 | 7:45 | 11:45 | 11:45 | 11:45 | 11:45 | 6:15 | 6:15 | 3:45 | 0:00 | 0:00 | 11:45 | 0:00 | 0:00 | 7:15 | 7:15 | 8:30 | 11:45 | 8:00 | 7:00 | 6:45 | 7:00 | 4:30 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 2 | 1 | 6 | 15 | 24 | 18 | 8 | 3 | 2 | 0 | 0 | 65 | 0 | 0 | 0 | 2 | 10 | 21 | 17 | 16 | 6 | 3 | 1 | 0 | 0 | 70 | 0 | 0 | 2 | 2 | 14 | 29 | 38 | 26 | 12 | 5 | 2 | 0 | 0 | 106 |
| 12:00 - 24:00 | 0 | 0 | 2 | 10 | 38 | 91 | 91 | 57 | 27 | 8 | 7 | 0 | 0 | 331 | 0 | 1 | 4 | 15 | 51 | 143 | 149 | 92 | 26 | 5 | 6 | 0 | 0 | 492 | 0 | 1 | 6 | 25 | 89 | 234 | 240 | 149 | 53 | 13 | 13 | 0 | 0 | 823 |
| % | 0% | 0% | 0% | 2% | 7% | 16% | 16% | 10% | 5% | 1% | 1% | 0% | 0% | 58% | 0% | 0% | 1% | 3% | 9% | 25% | 26% | 16% | 5% | 1% | 1% | 0% | 0% | 87% | 0% | 0% | 1% | 4% | 16% | 41% | 42% | 26% | 9% | 2% | 2% | 0% | 0% | 145% |
| Peak Hour | 12:00 | 12:00 | 13:00 | 15:30 | 18:45 | 13:00 | 12:30 | 13:15 | 16:30 | 16:00 | 13:45 | 12:00 | 12:00 | 12:30 | 12:00 | 15:30 | 13:15 | 16:15 | 12:00 | 16:30 | 16:30 | 16:00 | 16:15 | 17:00 | 14:00 | 12:00 | 12:00 | 16:30 | 12:00 | 15:30 | 13:15 | 15:45 | 18:30 | 16:30 | 16:45 | 16:45 | 16:30 | 16:00 | 14:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 0 | 1 | 4 | 11 | 18 | 23 | 15 | 8 | 3 | 2 | 0 | 0 | 59 | 0 | 1 | 3 | 3 | 11 | 40 | 36 | 19 | 8 | 3 | 3 | 0 | 0 | 113 | 0 | 1 | 4 | 5 | 16 | 49 | 47 | 30 | 15 | 5 | 5 | 0 | 0 | 154 |
| 07:00 - 09:00 | 0 | 0 | 2 | 1 | 4 | 24 | 36 | 27 | 13 | 3 | 2 | 0 | 0 | 112 | 0 | 0 | 0 | 2 | 8 | 19 | 23 | 13 | 4 | 4 | 0 | 0 | 0 | 73 | 0 | 0 | 2 | 3 | 12 | 43 | 59 | 40 | 17 | 7 | 2 | 0 | 0 | 185 |
| % | 0% | 0% | 0% | 0% | 1% | 4% | 6% | 5% | 2% | 1% | 0% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 1% | 3% | 4% | 2% | 1% | 1% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 1% | 2% | 8% | 10% | 7% | 3% | 1% | 0% | 0% | 0% | 33% |
| Peak Hour | 7:00 | 7:00 | 7:15 | 7:00 | 8:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:15 | 7:15 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 2 | 1 | 3 | 15 | 24 | 18 | 8 | 3 | 2 | 0 | 0 | 65 | 0 | 0 | 0 | 2 | 6 | 12 | 14 | 8 | 4 | 3 | 0 | 0 | 0 | 41 | 0 | 0 | 2 | 2 | 9 | 23 | 38 | 26 | 12 | 5 | 2 | 0 | 0 | 100 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 3 | 16 | 24 | 17 | 10 | 5 | 2 | 0 | 0 | 78 | 0 | 1 | 0 | 4 | 11 | 51 | 62 | 34 | 9 | 5 | 1 | 0 | 0 | 178 | 0 | 1 | 0 | 5 | 14 | 67 | 86 | 51 | 19 | 10 | 3 | 0 | 0 | 256 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 4% | 3% | 2% | 1% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 1% | 2% | 9% | 11% | 6% | 2% | 1% | 0% | 0% | 0% | 31% | 0% | 0% | 0% | 1% | 2% | 12% | 15% | 9% | 3% | 2% | 1% | 0% | 0% | 45% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:45 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 16:30 | 16:30 | 16:00 | 16:15 | 17:00 | 16:30 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:30 | 16:30 | 16:45 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 1 | 2 | 11 | 16 | 11 | 8 | 3 | 2 | 0 | 0 | 48 | 0 | 1 | 0 | 3 | 7 | 40 | 36 | 19 | 8 | 3 | 1 | 0 | 0 | 113 | 0 | 1 | 0 | 4 | 9 | 49 | 47 | 30 | 15 | 5 | 2 | 0 | 0 | 154 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 36 | 42 | 43 | 50 | 55 | 568 |
| WESTBOUND | 35 | 41 | 41 | 48 | 53 | 720 |
| TOTALS | 35 | 42 | 42 | 49 | 54 | 1288 |

### 15-MINUTE BREAKDOWN

| Time | EB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | WB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | TOTALS 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 15 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 13 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 2 | 0 | 0 | 0 | 0 | 18 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 5 | 3 | 3 | 1 | 0 | 0 | 23 |
| 7:15 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 19 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 18 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 2 | 2 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 11 | 3 | 2 | 1 | 0 | 0 | 30 |
| 8:00 | 0 | 0 | 2 | 0 | 1 | 5 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 1 | 4 | 8 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 33 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 18 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 4 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 8 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 28 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 7 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 6 | 2 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 17 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 14 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 19 |

### 15-MINUTE BREAKDOWN

| Time | EB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | WB 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total | TOTALS 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 9 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 4 | 11 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 5 | 7 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 1 | 4 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 4 | 9 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 34 |
| 12:45 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 2 | 11 | 7 | 4 | 2 | 1 | 1 | 0 | 0 | 29 |
| 13:00 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 2 | 8 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 30 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 3 | 8 | 10 | 6 | 3 | 0 | 0 | 0 | 0 | 30 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 0 | 1 | 0 | 0 | 9 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 3 | 0 | 2 | 12 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 | 0 | 1 | 1 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 3 | 5 | 5 | 7 | 0 | 1 | 1 | 0 | 0 | 23 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 3 | 2 | 8 | 3 | 8 | 0 | 0 | 2 | 0 | 0 | 26 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 5 | 1 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 3 | 9 | 5 | 7 | 2 | 0 | 2 | 0 | 0 | 28 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 3 | 6 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 9 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 19 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 0 | 0 | 0 | 3 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 1 | 3 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 11 | 0 | 1 | 2 | 0 | 0 | 27 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 7 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 1 | 2 | 7 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 6 | 10 | 3 | 3 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 1 | 1 | 8 | 12 | 5 | 6 | 1 | 0 | 0 | 0 | 34 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 1 | 14 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 1 | 2 | 19 | 12 | 11 | 2 | 2 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 11 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 1 | 3 | 11 | 11 | 5 | 5 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 9 | 10 | 4 | 0 | 0 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 3 | 11 | 11 | 6 | 2 | 1 | 1 | 0 | 0 | 35 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 5 | 13 | 8 | 2 | 1 | 0 | 0 | 0 | 30 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 4 | 1 | 3 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 1 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 11 | 0 | 0 | 1 | 1 | 2 | 1 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 15 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 15 |
| 18:45 | 0 | 0 | 0 | 0 | 6 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 7 | 5 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 25 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 16 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 5 | 12 | 52 | 137 | 164 | 121 | 52 | 14 | 11 | 0 | 0 | 568 | 0 | 1 | 4 | 21 | 79 | 198 | 220 | 137 | 40 | 13 | 7 | 0 | 0 | 720 | 0 | 1 | 9 | 33 | 131 | 335 | 384 | 258 | 92 | 27 | 18 | 0 | 0 | 1,288 |
| % of Totals | 0% | 0% | 1% | 2% | 9% | 24% | 29% | 21% | 9% | 2% | 2% | 0% | 0% | 100% | 0% | 0% | 1% | 3% | 11% | 28% | 31% | 19% | 6% | 2% | 1% | 0% | 0% | 100% | 0% | 0% | 1% | 3% | 10% | 26% | 30% | 20% | 7% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 568 | 720 | 1,288 |

DAILY TOTALS

### 15-Minutes Interval

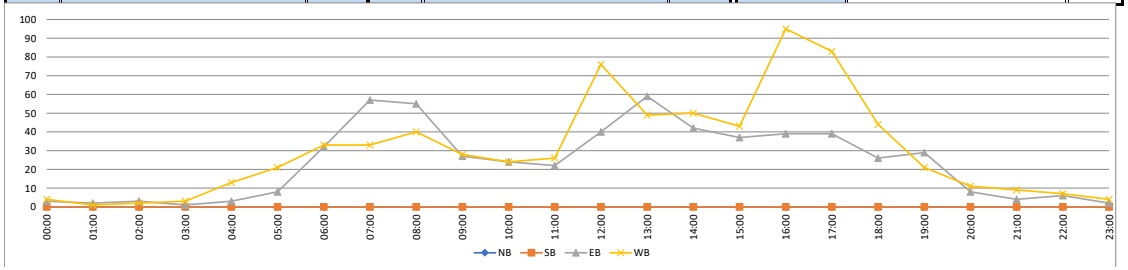
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 3 | 4 | 12:00 | | | 5 | 21 | 26 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 6 | 21 | 27 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 16 | 18 | 34 |
| 0:45 | | | 1 | 1 | 2 | 12:45 | | | 13 | 16 | 29 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 16 | 14 | 30 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 14 | 16 | 30 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 12 | 7 | 19 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 17 | 12 | 29 |
| 2:00 | | | 3 | 0 | 3 | 14:00 | | | 14 | 9 | 23 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 5 | 10 | 15 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 14 | 26 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 11 | 17 | 28 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 9 | 16 | 25 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 8 | 11 | 19 |
| 3:30 | | | 0 | 2 | 2 | 15:30 | | | 9 | 7 | 16 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 11 | 9 | 20 |
| 4:00 | | | 0 | 2 | 2 | 16:00 | | | 9 | 18 | 27 |
| 4:15 | | | 0 | 3 | 3 | 16:15 | | | 3 | 21 | 24 |
| 4:30 | | | 1 | 5 | 6 | 16:30 | | | 10 | 24 | 34 |
| 4:45 | | | 2 | 3 | 5 | 16:45 | | | 17 | 32 | 49 |
| 5:00 | | | 0 | 5 | 5 | 17:00 | | | 5 | 31 | 36 |
| 5:15 | | | 2 | 3 | 5 | 17:15 | | | 9 | 26 | 35 |
| 5:30 | | | 3 | 5 | 8 | 17:30 | | | 17 | 13 | 30 |
| 5:45 | | | 3 | 8 | 11 | 17:45 | | | 8 | 13 | 21 |
| 6:00 | | | 7 | 8 | 15 | 18:00 | | | 3 | 12 | 15 |
| 6:15 | | | 5 | 8 | 13 | 18:15 | | | 4 | 11 | 15 |
| 6:30 | | | 10 | 8 | 18 | 18:30 | | | 3 | 12 | 15 |
| 6:45 | | | 10 | 9 | 19 | 18:45 | | | 16 | 9 | 25 |
| 7:00 | | | 12 | 11 | 23 | 19:00 | | | 10 | 6 | 16 |
| 7:15 | | | 15 | 4 | 19 | 19:15 | | | 8 | 8 | 16 |
| 7:30 | | | 12 | 6 | 18 | 19:30 | | | 7 | 6 | 13 |
| 7:45 | | | 18 | 12 | 30 | 19:45 | | | 4 | 1 | 5 |
| 8:00 | | | 20 | 13 | 33 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 10 | 6 | 16 | 20:15 | | | 5 | 6 | 11 |
| 8:30 | | | 8 | 10 | 18 | 20:30 | | | 1 | 1 | 2 |
| 8:45 | | | 17 | 11 | 28 | 20:45 | | | 2 | 2 | 4 |
| 9:00 | | | 12 | 10 | 22 | 21:00 | | | 1 | 2 | 3 |
| 9:15 | | | 4 | 8 | 12 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 6 | 5 | 11 | 21:30 | | | 2 | 5 | 7 |
| 9:45 | | | 5 | 5 | 10 | 21:45 | | | 1 | 1 | 2 |
| 10:00 | | | 7 | 4 | 11 | 22:00 | | | 4 | 3 | 7 |
| 10:15 | | | 4 | 6 | 10 | 22:15 | | | 0 | 3 | 3 |
| 10:30 | | | 7 | 10 | 17 | 22:30 | | | 2 | 1 | 3 |
| 10:45 | | | 6 | 4 | 10 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 3 | 4 | 7 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 4 | 4 | 8 | 23:15 | | | 0 | 3 | 3 |
| 11:30 | | | 6 | 8 | 14 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 9 | 10 | 19 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 237 | 228 | 465 | TOTALS | 0 | 0 | 331 | 492 | 823 |
| SPLIT % | 0% | 0% | 51% | 49% | 36% | SPLIT % | 0% | 0% | 40% | 60% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 4 | 7 |
| 01:00 | 02:00 | | | 2 | 1 | 3 |
| 02:00 | 03:00 | | | 3 | 2 | 5 |
| 03:00 | 04:00 | | | 1 | 3 | 4 |
| 04:00 | 05:00 | | | 3 | 13 | 16 |
| 05:00 | 06:00 | | | 8 | 21 | 29 |
| 06:00 | 07:00 | | | 32 | 33 | 65 |
| 07:00 | 08:00 | | | 57 | 33 | 90 |
| 08:00 | 09:00 | | | 55 | 40 | 95 |
| 09:00 | 10:00 | | | 27 | 28 | 55 |
| 10:00 | 11:00 | | | 24 | 24 | 48 |
| 11:00 | 12:00 | | | 22 | 26 | 48 |
| 12:00 | 13:00 | | | 40 | 76 | 116 |
| 13:00 | 14:00 | | | 59 | 49 | 108 |
| 14:00 | 15:00 | | | 42 | 50 | 92 |
| 15:00 | 16:00 | | | 37 | 43 | 80 |
| 16:00 | 17:00 | | | 39 | 95 | 134 |
| 17:00 | 18:00 | | | 39 | 83 | 122 |
| 18:00 | 19:00 | | | 26 | 44 | 70 |
| 19:00 | 20:00 | | | 29 | 21 | 50 |
| 20:00 | 21:00 | | | 8 | 11 | 19 |
| 21:00 | 22:00 | | | 4 | 9 | 13 |
| 22:00 | 23:00 | | | 6 | 7 | 13 |
| 23:00 | 00:00 | | | 2 | 4 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 237 | 228 | 465 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 41 | 100 |
| Peak Hour Factor | | | 0.813 | 0.788 | 0.758 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 331 | 492 | 823 |
| Peak Hour | | | 12:30 | 16:30 | 16:30 |
| Peak Volume | | | 59 | 113 | 154 |
| Peak Hour Factor | | | 0.922 | 0.883 | 0.786 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 112 | 73 | 185 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 41 | 100 |
| Peak Hour Factor | | | 0.813 | 0.788 | 0.758 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 78 | 178 | 256 |
| Peak Hour | | | 16:45 | 16:30 | 16:30 |
| Peak Volume | | | 48 | 113 | 154 |
| Peak Hour Factor | | | 0.706 | 0.883 | 0.786 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Tuesday
**Date:** 3/12/2024
**City:** Manassas
**Project #:** VA24_260055_002

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 8 | 7 | 8 | 1 | 1 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 18 | 15 | 20 | 8 | 3 | 0 | 0 | 0 | 66 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 13 | 9 | 10 | 8 | 3 | 2 | 0 | 0 | 47 |
| 9:00 | 0 | 0 | 0 | 0 | 6 | 7 | 13 | 3 | 4 | 0 | 1 | 0 | 0 | 34 |
| 10:00 | 0 | 0 | 0 | 1 | 7 | 3 | 9 | 3 | 2 | 0 | 0 | 1 | 0 | 26 |
| 11:00 | 1 | 0 | 0 | 0 | 3 | 7 | 14 | 8 | 3 | 0 | 1 | 0 | 0 | 37 |
| 12:00 | 0 | 0 | 3 | 3 | 5 | 14 | 15 | 15 | 2 | 4 | 0 | 0 | 0 | 61 |
| 13:00 | 2 | 1 | 1 | 1 | 10 | 11 | 14 | 8 | 2 | 2 | 1 | 0 | 0 | 53 |
| 14:00 | 1 | 0 | 0 | 2 | 7 | 3 | 7 | 11 | 3 | 2 | 1 | 0 | 0 | 37 |
| 15:00 | 1 | 0 | 0 | 1 | 8 | 7 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 30 |
| 16:00 | 2 | 0 | 0 | 1 | 7 | 13 | 18 | 10 | 3 | 2 | 0 | 1 | 0 | 57 |
| 17:00 | 4 | 1 | 0 | 0 | 4 | 6 | 12 | 7 | 9 | 2 | 0 | 0 | 0 | 45 |
| 18:00 | 1 | 0 | 0 | 0 | 6 | 9 | 15 | 9 | 5 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 2 | 0 | 0 | 0 | 4 | 12 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 28 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 15 | 2 | 4 | 9 | 80 | 150 | 167 | 129 | 53 | 24 | 7 | 4 | 0 | 644 |
| % of Totals | 2% | 0% | 1% | 1% | 12% | 23% | 26% | 20% | 8% | 4% | 1% | 1% | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 3 | 1 | 1 | 0 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 4 | 4 | 2 | 1 | 0 | 0 | 27 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 10 | 9 | 6 | 4 | 0 | 0 | 0 | 0 | 33 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 11 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 42 |
| 8:00 | 0 | 0 | 0 | 1 | 3 | 18 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 41 |
| 9:00 | 0 | 0 | 0 | 1 | 3 | 6 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 0 | 0 | 0 | 7 | 13 | 8 | 8 | 2 | 1 | 0 | 0 | 0 | 39 |
| 11:00 | 1 | 0 | 0 | 0 | 9 | 14 | 13 | 10 | 2 | 0 | 1 | 0 | 0 | 50 |
| 12:00 | 0 | 0 | 0 | 3 | 8 | 21 | 21 | 18 | 2 | 3 | 1 | 0 | 0 | 77 |
| 13:00 | 0 | 1 | 0 | 3 | 11 | 15 | 13 | 5 | 2 | 2 | 3 | 0 | 0 | 55 |
| 14:00 | 0 | 2 | 0 | 2 | 4 | 15 | 22 | 8 | 4 | 3 | 0 | 0 | 0 | 60 |
| 15:00 | 1 | 1 | 2 | 1 | 3 | 11 | 9 | 12 | 5 | 1 | 0 | 0 | 0 | 46 |
| 16:00 | 0 | 1 | 0 | 1 | 4 | 24 | 49 | 24 | 3 | 1 | 0 | 0 | 0 | 107 |
| 17:00 | 0 | 1 | 0 | 5 | 9 | 22 | 17 | 23 | 8 | 1 | 0 | 0 | 0 | 86 |
| 18:00 | 0 | 1 | 0 | 3 | 3 | 12 | 20 | 12 | 3 | 0 | 2 | 0 | 0 | 56 |
| 19:00 | 2 | 0 | 1 | 3 | 4 | 6 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 4 | 7 | 3 | 25 | 80 | 220 | 240 | 160 | 53 | 16 | 10 | 0 | 0 | 818 |
| % of Totals | 0% | 1% | 0% | 3% | 10% | 27% | 29% | 20% | 6% | 2% | 1% | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 8 | 4 | 1 | 4 | 2 | 1 | 0 | 0 | 22 |
| 5:00 | 0 | 0 | 0 | 0 | 5 | 13 | 11 | 5 | 4 | 3 | 1 | 0 | 0 | 42 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 18 | 16 | 14 | 5 | 1 | 0 | 0 | 0 | 59 |
| 7:00 | 0 | 0 | 0 | 1 | 4 | 29 | 30 | 29 | 12 | 3 | 0 | 0 | 0 | 108 |
| 8:00 | 0 | 0 | 0 | 1 | 5 | 31 | 20 | 16 | 10 | 3 | 2 | 0 | 0 | 88 |
| 9:00 | 0 | 0 | 0 | 1 | 9 | 13 | 18 | 10 | 5 | 0 | 1 | 0 | 0 | 57 |
| 10:00 | 0 | 0 | 0 | 1 | 14 | 16 | 17 | 11 | 4 | 1 | 0 | 1 | 0 | 65 |
| 11:00 | 2 | 0 | 0 | 0 | 12 | 21 | 27 | 18 | 5 | 0 | 2 | 0 | 0 | 87 |
| 12:00 | 0 | 0 | 3 | 6 | 13 | 35 | 36 | 33 | 4 | 7 | 1 | 0 | 0 | 138 |
| 13:00 | 2 | 2 | 1 | 4 | 21 | 26 | 27 | 13 | 4 | 4 | 4 | 0 | 0 | 108 |
| 14:00 | 1 | 2 | 0 | 4 | 11 | 18 | 29 | 19 | 7 | 5 | 1 | 0 | 0 | 97 |
| 15:00 | 2 | 1 | 2 | 2 | 11 | 18 | 13 | 18 | 7 | 2 | 0 | 0 | 0 | 76 |
| 16:00 | 2 | 1 | 0 | 2 | 11 | 37 | 67 | 34 | 6 | 3 | 0 | 1 | 0 | 164 |
| 17:00 | 4 | 2 | 0 | 5 | 13 | 28 | 29 | 30 | 17 | 3 | 0 | 0 | 0 | 131 |
| 18:00 | 1 | 1 | 0 | 3 | 9 | 21 | 35 | 21 | 8 | 0 | 2 | 0 | 0 | 101 |
| 19:00 | 4 | 0 | 1 | 3 | 8 | 18 | 6 | 11 | 1 | 0 | 0 | 1 | 0 | 53 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 16 |
| 21:00 | 1 | 0 | 0 | 0 | 2 | 0 | 9 | 2 | 0 | 2 | 2 | 0 | 0 | 18 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 19 | 9 | 7 | 34 | 160 | 370 | 407 | 289 | 106 | 40 | 17 | 4 | 0 | 1,462 |
| % of Totals | 1% | 1% | 0% | 2% | 11% | 25% | 28% | 20% | 7% | 3% | 1% | 0% | | 100% |

### STATISTICS

EASTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 0 | 0 | 1 | 24 | 71 | 74 | 54 | 27 | 9 | 4 | 2 | 0 | 267 |
| | % | 0% | 0% | 0% | 0% | 4% | 11% | 11% | 8% | 4% | 1% | 1% | 0% | 0% | 41% |
| | Peak Hour | 10:45 | 0:00 | 11:15 | 11:45 | 9:45 | 7:15 | 11:30 | 7:00 | 7:00 | 6:30 | 8:45 | 1:30 | 0:00 | 7:00 |
| | Peak Volume | 1 | 0 | 3 | 3 | 7 | 19 | 17 | 20 | 8 | 3 | 3 | 1 | 0 | 66 |
| 12:00 - 24:00 | | 14 | 2 | 4 | 8 | 56 | 79 | 93 | 75 | 26 | 15 | 3 | 2 | 0 | 377 |
| | % | 2% | 0% | 1% | 1% | 9% | 12% | 14% | 12% | 4% | 2% | 0% | 0% | 0% | 59% |
| | Peak Hour | 16:15 | 12:15 | 12:00 | 12:00 | 13:00 | 18:45 | 12:15 | 12:00 | 17:30 | 12:00 | 12:45 | 15:15 | 12:00 | 12:00 |
| | Peak Volume | 4 | 1 | 3 | 3 | 10 | 15 | 18 | 15 | 10 | 4 | 1 | 1 | 0 | 61 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 0 | 4 | 31 | 24 | 30 | 16 | 6 | 2 | 0 | 0 | 113 |
| | % | 0% | 0% | 0% | 0% | 1% | 5% | 4% | 5% | 2% | 1% | 0% | 0% | 0% | 18% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 0 | 3 | 19 | 15 | 20 | 8 | 3 | 2 | 0 | 0 | 66 |
| 16:00 - 18:00 | | 6 | 1 | 0 | 1 | 11 | 19 | 30 | 17 | 12 | 4 | 0 | 1 | 0 | 102 |
| | % | 1% | 0% | 0% | 0% | 2% | 3% | 5% | 3% | 2% | 1% | 0% | 0% | 0% | 16% |
| | Peak Hour | 16:15 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 4 | 1 | 0 | 1 | 7 | 13 | 18 | 10 | 9 | 3 | 0 | 1 | 0 | 57 |

WESTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 0 | 0 | 4 | 33 | 86 | 74 | 52 | 23 | 4 | 3 | 0 | 0 | 280 |
| | % | 0% | 0% | 0% | 1% | 5% | 13% | 11% | 8% | 4% | 1% | 0% | 0% | 0% | 43% |
| | Peak Hour | 10:30 | 0:00 | 0:00 | 11:45 | 11:30 | 11:45 | 11:30 | 11:45 | 4:45 | 11:45 | 3:45 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 1 | 0 | 0 | 3 | 12 | 24 | 24 | 17 | 5 | 3 | 1 | 0 | 0 | 80 |
| 12:00 - 24:00 | | 3 | 7 | 3 | 21 | 47 | 134 | 166 | 108 | 30 | 12 | 7 | 0 | 0 | 538 |
| | % | 0% | 1% | 0% | 3% | 7% | 21% | 26% | 17% | 5% | 2% | 1% | 0% | 0% | 84% |
| | Peak Hour | 19:00 | 13:15 | 15:00 | 17:15 | 13:00 | 16:00 | 16:00 | 16:15 | 16:45 | 12:00 | 12:30 | 12:00 | 12:00 | 16:15 |
| | Peak Volume | 2 | 2 | 2 | 6 | 11 | 24 | 49 | 30 | 8 | 3 | 3 | 0 | 0 | 112 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 2 | 5 | 29 | 26 | 15 | 6 | 0 | 0 | 0 | 0 | 83 |
| | % | 0% | 0% | 0% | 0% | 1% | 5% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 13% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 0 | 0 | 1 | 3 | 20 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 44 |
| 16:00 - 18:00 | | 0 | 2 | 0 | 6 | 13 | 46 | 66 | 47 | 11 | 2 | 0 | 0 | 0 | 193 |
| | % | 0% | 0% | 0% | 1% | 2% | 7% | 10% | 7% | 2% | 0% | 0% | 0% | 0% | 30% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 0 | 1 | 0 | 5 | 9 | 24 | 49 | 30 | 8 | 1 | 0 | 0 | 0 | 112 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 2 | 0 | 0 | 5 | 57 | 157 | 148 | 106 | 50 | 13 | 7 | 2 | 0 | 547 |
| | % | 0% | 0% | 0% | 1% | 9% | 24% | 23% | 16% | 8% | 2% | 1% | 0% | 0% | 85% |
| | Peak Hour | 10:45 | 0:00 | 11:15 | 11:45 | 11:30 | 7:45 | 11:30 | 11:45 | 7:00 | 11:45 | 8:45 | 1:30 | 0:00 | 11:45 |
| | Peak Volume | 2 | 0 | 3 | 6 | 16 | 37 | 41 | 32 | 12 | 6 | 3 | 1 | 0 | 141 |
| 12:00 - 24:00 | | 17 | 9 | 7 | 29 | 103 | 213 | 259 | 183 | 56 | 27 | 10 | 2 | 0 | 915 |
| | % | 3% | 1% | 1% | 5% | 16% | 33% | 40% | 28% | 9% | 4% | 2% | 0% | 0% | 142% |
| | Peak Hour | 16:15 | 12:15 | 12:00 | 12:00 | 13:00 | 16:00 | 16:00 | 16:15 | 17:00 | 12:00 | 12:45 | 15:15 | 12:00 | 16:15 |
| | Peak Volume | 4 | 2 | 3 | 6 | 21 | 37 | 67 | 39 | 17 | 7 | 4 | 1 | 0 | 165 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 2 | 9 | 60 | 50 | 45 | 22 | 6 | 2 | 0 | 0 | 196 |
| | % | 0% | 0% | 0% | 0% | 1% | 9% | 8% | 7% | 3% | 1% | 0% | 0% | 0% | 30% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 1 | 5 | 37 | 30 | 29 | 12 | 3 | 2 | 0 | 0 | 108 |
| 16:00 - 18:00 | | 6 | 3 | 0 | 7 | 24 | 65 | 96 | 64 | 23 | 6 | 0 | 1 | 0 | 295 |
| | % | 1% | 0% | 0% | 1% | 4% | 10% | 15% | 10% | 4% | 1% | 0% | 0% | 0% | 46% |
| | Peak Hour | 16:15 | 17:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:15 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 4 | 2 | 0 | 6 | 14 | 37 | 67 | 39 | 17 | 4 | 0 | 1 | 0 | 165 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 34 | 42 | 42 | 50 | 56 | 644 |
| WESTBOUND | 35 | 41 | 41 | 49 | 54 | 818 |
| TOTALS | 35 | 42 | 42 | 49 | 54 | 1462 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 18 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 6 | 2 | 2 | 0 | 0 | 0 | 15 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 21 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 4 | 3 | 2 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 10 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 8 |
| 11:30 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 3 | 1 | 1 | 4 | 2 | 4 | 0 | 3 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 2 | 3 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 15 |
| 13:00 | 2 | 1 | 0 | 0 | 2 | 2 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 0 | 1 | 0 | 3 | 3 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 16 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 14:00 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 5 | 0 | 0 | 1 | 0 | 0 | 14 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 9 |
| 15:45 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 0 | 0 | 1 | 2 | 8 | 11 | 3 | 2 | 1 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 11 |
| 17:00 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 4 | 6 | 2 | 0 | 0 | 0 | 24 |
| 17:45 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 1 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 8 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 1 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 15 | 2 | 4 | 9 | 80 | 150 | 167 | 129 | 53 | 24 | 7 | 4 | 0 | 644 |
| % of Totals | 2% | 0% | 1% | 1% | 12% | 23% | 26% | 20% | 8% | 4% | 1% | 1% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 12 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 13 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 20 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 0 | 0 | 0 | 5 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 18 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 5 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 23 |
| 12:30 | 0 | 0 | 0 | 2 | 3 | 7 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 20 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 15 |
| 13:00 | 0 | 1 | 0 | 0 | 4 | 3 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 1 | 5 | 3 | 5 | 3 | 1 | 1 | 1 | 0 | 0 | 20 |
| 14:00 | 0 | 2 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 16 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 3 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| 15:00 | 1 | 0 | 0 | 1 | 1 | 5 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 15 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 1 | 2 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 5 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 25 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 12 | 1 | 0 | 0 | 0 | 0 | 36 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 5 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 0 | 0 | 2 | 4 | 5 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 25 |
| 17:15 | 0 | 0 | 0 | 2 | 2 | 5 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 1 | 0 | 0 | 1 | 5 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 21 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 0 | 3 | 2 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 5 | 1 | 0 | 1 | 0 | 0 | 19 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 19:00 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 7 | 3 | 25 | 80 | 220 | 240 | 160 | 53 | 16 | 10 | 0 | 0 | 818 |
| % of Totals | 0% | 1% | 0% | 3% | 10% | 27% | 29% | 20% | 6% | 2% | 1% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 0 | 0 | 0 | 3 | 10 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 21 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 16 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 17 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 9 | 14 | 10 | 3 | 0 | 0 | 0 | 0 | 38 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 22 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 15 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 10 | 8 | 8 | 5 | 1 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 24 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 11 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 18 |
| 8:45 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 4 | 5 | 3 | 2 | 0 | 0 | 23 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 16 |
| 9:45 | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 20 |
| 10:15 | 0 | 0 | 0 | 0 | 6 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 13 |
| 10:45 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 1 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 2 | 0 | 1 | 0 | 0 | 17 |
| 11:30 | 1 | 0 | 0 | 0 | 6 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 11:45 | 0 | 0 | 0 | 0 | 4 | 8 | 12 | 7 | 1 | 0 | 1 | 0 | 0 | 33 |
| 12:00 | 0 | 0 | 3 | 1 | 3 | 9 | 9 | 9 | 0 | 3 | 0 | 0 | 0 | 37 |
| 12:15 | 0 | 0 | 0 | 1 | 3 | 9 | 13 | 10 | 0 | 1 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 0 | 0 | 4 | 6 | 10 | 5 | 6 | 1 | 2 | 0 | 0 | 0 | 34 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 7 | 9 | 8 | 3 | 1 | 1 | 0 | 0 | 30 |
| 13:00 | 2 | 2 | 0 | 0 | 6 | 5 | 9 | 6 | 1 | 1 | 1 | 0 | 0 | 33 |
| 13:15 | 0 | 0 | 0 | 1 | 4 | 9 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 21 |
| 13:30 | 0 | 0 | 1 | 2 | 5 | 7 | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 26 |
| 13:45 | 0 | 0 | 0 | 1 | 6 | 5 | 8 | 4 | 1 | 2 | 1 | 0 | 0 | 28 |
| 14:00 | 1 | 2 | 0 | 1 | 3 | 5 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 0 | 0 | 2 | 2 | 6 | 4 | 4 | 1 | 2 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 9 | 3 | 1 | 1 | 0 | 0 | 30 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 3 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 20 |
| 15:00 | 1 | 0 | 0 | 1 | 3 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 17 |
| 15:45 | 1 | 1 | 2 | 0 | 2 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 2 | 0 | 0 | 0 | 3 | 8 | 12 | 5 | 0 | 0 | 0 | 1 | 0 | 31 |
| 16:15 | 0 | 1 | 0 | 0 | 2 | 6 | 13 | 8 | 1 | 1 | 0 | 0 | 0 | 32 |
| 16:30 | 0 | 0 | 0 | 1 | 3 | 15 | 26 | 15 | 3 | 1 | 0 | 0 | 0 | 64 |
| 16:45 | 0 | 0 | 0 | 1 | 3 | 8 | 16 | 6 | 2 | 1 | 0 | 0 | 0 | 37 |
| 17:00 | 4 | 0 | 0 | 2 | 4 | 6 | 3 | 10 | 3 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 0 | 0 | 2 | 4 | 6 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 29 |
| 17:30 | 0 | 1 | 0 | 0 | 2 | 7 | 14 | 10 | 8 | 3 | 0 | 0 | 0 | 45 |
| 17:45 | 0 | 1 | 0 | 1 | 3 | 9 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 25 |
| 18:00 | 0 | 0 | 0 | 3 | 6 | 3 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 25 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 7 | 2 | 0 | 1 | 0 | 0 | 29 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 8 | 3 | 0 | 0 | 0 | 0 | 28 |
| 18:45 | 1 | 1 | 0 | 0 | 1 | 6 | 7 | 1 | 1 | 0 | 1 | 0 | 0 | 19 |
| 19:00 | 1 | 0 | 1 | 1 | 2 | 5 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 18 |
| 19:15 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:30 | 1 | 0 | 0 | 1 | 3 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 19 | 9 | 7 | 34 | 160 | 370 | 407 | 289 | 106 | 40 | 17 | 4 | 0 | 1,462 |
| % of Totals | 1% | 1% | 0% | 2% | 11% | 25% | 28% | 20% | 7% | 3% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 644 | 818 | 1,462 |

DAILY TOTALS

### 15-Minutes Interval

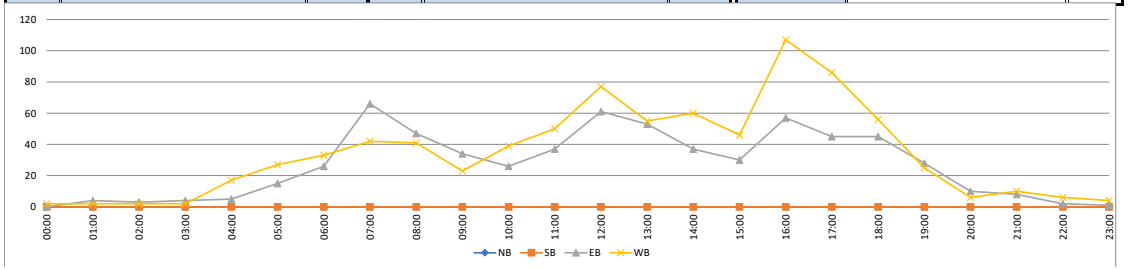
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 18 | 19 | 37 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 14 | 23 | 37 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 14 | 20 | 34 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 15 | 15 | 30 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 18 | 15 | 33 |
| 1:15 | | | 1 | 2 | 3 | 13:15 | | | 11 | 10 | 21 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 16 | 10 | 26 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 8 | 20 | 28 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 12 | 14 | 26 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 6 | 15 | 21 |
| 2:30 | | | 1 | 2 | 3 | 14:30 | | | 14 | 16 | 30 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 15 | 20 |
| 3:00 | | | 1 | 0 | 1 | 15:00 | | | 5 | 15 | 20 |
| 3:15 | | | 2 | 1 | 3 | 15:15 | | | 11 | 12 | 23 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 9 | 8 | 17 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 5 | 11 | 16 |
| 4:00 | | | 0 | 3 | 3 | 16:00 | | | 11 | 20 | 31 |
| 4:15 | | | 0 | 3 | 3 | 16:15 | | | 7 | 25 | 32 |
| 4:30 | | | 1 | 5 | 6 | 16:30 | | | 28 | 36 | 64 |
| 4:45 | | | 4 | 6 | 10 | 16:45 | | | 11 | 26 | 37 |
| 5:00 | | | 1 | 4 | 5 | 17:00 | | | 7 | 25 | 32 |
| 5:15 | | | 2 | 6 | 8 | 17:15 | | | 4 | 25 | 29 |
| 5:30 | | | 3 | 5 | 8 | 17:30 | | | 24 | 21 | 45 |
| 5:45 | | | 9 | 12 | 21 | 17:45 | | | 10 | 15 | 25 |
| 6:00 | | | 3 | 13 | 16 | 18:00 | | | 8 | 17 | 25 |
| 6:15 | | | 11 | 3 | 14 | 18:15 | | | 10 | 19 | 29 |
| 6:30 | | | 8 | 9 | 17 | 18:30 | | | 16 | 12 | 28 |
| 6:45 | | | 4 | 8 | 12 | 18:45 | | | 11 | 8 | 19 |
| 7:00 | | | 18 | 20 | 38 | 19:00 | | | 8 | 10 | 18 |
| 7:15 | | | 15 | 7 | 22 | 19:15 | | | 9 | 5 | 14 |
| 7:30 | | | 12 | 3 | 15 | 19:30 | | | 8 | 6 | 14 |
| 7:45 | | | 21 | 12 | 33 | 19:45 | | | 3 | 4 | 7 |
| 8:00 | | | 17 | 7 | 24 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 5 | 18 | 23 | 20:15 | | | 6 | 0 | 6 |
| 8:30 | | | 11 | 7 | 18 | 20:30 | | | 1 | 2 | 3 |
| 8:45 | | | 14 | 9 | 23 | 20:45 | | | 3 | 2 | 5 |
| 9:00 | | | 9 | 3 | 12 | 21:00 | | | 1 | 3 | 4 |
| 9:15 | | | 5 | 7 | 12 | 21:15 | | | 4 | 0 | 4 |
| 9:30 | | | 10 | 6 | 16 | 21:30 | | | 2 | 4 | 6 |
| 9:45 | | | 10 | 7 | 17 | 21:45 | | | 1 | 3 | 4 |
| 10:00 | | | 10 | 10 | 20 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 5 | 12 | 17 | 22:15 | | | 0 | 5 | 5 |
| 10:30 | | | 5 | 8 | 13 | 22:30 | | | 1 | 1 | 2 |
| 10:45 | | | 6 | 9 | 15 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 8 | 7 | 15 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 8 | 9 | 17 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 6 | 16 | 22 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 15 | 18 | 33 | 23:45 | | | 0 | 2 | 2 |
| TOTALS | 0 | 0 | 267 | 280 | 547 | TOTALS | 0 | 0 | 377 | 538 | 915 |
| SPLIT % | 0% | 0% | 49% | 51% | 37% | SPLIT % | 0% | 0% | 41% | 59% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 2 | 2 |
| 01:00 | 02:00 | | | 4 | 2 | 6 |
| 02:00 | 03:00 | | | 3 | 2 | 5 |
| 03:00 | 04:00 | | | 4 | 2 | 6 |
| 04:00 | 05:00 | | | 5 | 17 | 22 |
| 05:00 | 06:00 | | | 15 | 27 | 42 |
| 06:00 | 07:00 | | | 26 | 33 | 59 |
| 07:00 | 08:00 | | | 66 | 42 | 108 |
| 08:00 | 09:00 | | | 47 | 41 | 88 |
| 09:00 | 10:00 | | | 34 | 23 | 57 |
| 10:00 | 11:00 | | | 26 | 39 | 65 |
| 11:00 | 12:00 | | | 37 | 50 | 87 |
| 12:00 | 13:00 | | | 61 | 77 | 138 |
| 13:00 | 14:00 | | | 53 | 55 | 108 |
| 14:00 | 15:00 | | | 37 | 60 | 97 |
| 15:00 | 16:00 | | | 30 | 46 | 76 |
| 16:00 | 17:00 | | | 57 | 107 | 164 |
| 17:00 | 18:00 | | | 45 | 86 | 131 |
| 18:00 | 19:00 | | | 45 | 56 | 101 |
| 19:00 | 20:00 | | | 28 | 25 | 53 |
| 20:00 | 21:00 | | | 10 | 6 | 16 |
| 21:00 | 22:00 | | | 8 | 10 | 18 |
| 22:00 | 23:00 | | | 2 | 6 | 8 |
| 23:00 | 00:00 | | | 1 | 4 | 5 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 267 | 280 | 547 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 66 | 50 | 108 |
| Peak Hour Factor | | | 0.786 | 0.694 | 0.711 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 377 | 538 | 915 |
| Peak Hour | | | 12:00 | 16:15 | 16:15 |
| Peak Volume | | | 61 | 112 | 165 |
| Peak Hour Factor | | | 0.847 | 0.778 | 0.645 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 113 | 83 | 196 |
| Peak Hour | | | 7:00 | 7:45 | 7:00 |
| Peak Volume | | | 66 | 44 | 108 |
| Peak Hour Factor | | | 0.786 | 0.611 | 0.711 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 102 | 193 | 295 |
| Peak Hour | | | 16:00 | 16:15 | 16:15 |
| Peak Volume | | | 57 | 112 | 165 |
| Peak Hour Factor | | | 0.509 | 0.778 | 0.645 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_002

### HOURLY BREAKDOWN — EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 5 | 12 | 17 | 1 | 1 | 0 | 0 | 0 | 37 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 15 | 23 | 17 | 14 | 4 | 2 | 1 | 0 | 79 |
| 8:00 | 1 | 0 | 0 | 1 | 3 | 9 | 12 | 11 | 1 | 1 | 0 | 0 | 0 | 39 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 10 | 9 | 7 | 6 | 1 | 0 | 0 | 0 | 36 |
| 10:00 | 0 | 0 | 1 | 0 | 4 | 5 | 7 | 6 | 0 | 2 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 0 | 1 | 4 | 10 | 7 | 8 | 2 | 2 | 0 | 0 | 0 | 34 |
| 12:00 | 0 | 0 | 0 | 0 | 13 | 12 | 12 | 7 | 8 | 1 | 0 | 0 | 0 | 53 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 13 | 24 | 7 | 2 | 0 | 0 | 2 | 0 | 53 |
| 14:00 | 1 | 0 | 0 | 1 | 2 | 8 | 14 | 9 | 5 | 2 | 0 | 2 | 0 | 44 |
| 15:00 | 0 | 0 | 0 | 3 | 8 | 14 | 8 | 7 | 1 | 0 | 1 | 0 | 0 | 42 |
| 16:00 | 1 | 0 | 1 | 4 | 6 | 13 | 12 | 3 | 3 | 3 | 0 | 1 | 0 | 47 |
| 17:00 | 0 | 0 | 0 | 1 | 6 | 8 | 11 | 10 | 3 | 1 | 1 | 0 | 0 | 41 |
| 18:00 | 0 | 0 | 1 | 2 | 3 | 6 | 11 | 6 | 7 | 4 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 9 | 5 | 4 | 2 | 2 | 1 | 0 | 0 | 25 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 3 | 0 | 3 | 18 | 66 | 149 | 186 | 128 | 57 | 24 | 5 | 6 | 0 | 645 |
| % of Totals | 0% | | 0% | 3% | 10% | 23% | 29% | 20% | 9% | 4% | 1% | 1% | | 100% |

### HOURLY BREAKDOWN — WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 3 | 0 | 1 | 4 | 1 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 5 | 8 | 3 | 2 | 1 | 0 | 0 | 1 | 22 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 8 | 12 | 10 | 1 | 1 | 1 | 0 | 0 | 35 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 13 | 16 | 14 | 6 | 1 | 1 | 0 | 0 | 54 |
| 8:00 | 0 | 0 | 0 | 1 | 6 | 13 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:00 | 0 | 0 | 0 | 0 | 6 | 16 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 0 | 1 | 0 | 1 | 5 | 7 | 12 | 6 | 5 | 1 | 1 | 0 | 0 | 39 |
| 11:00 | 0 | 0 | 0 | 1 | 8 | 16 | 21 | 9 | 2 | 2 | 0 | 0 | 0 | 59 |
| 12:00 | 0 | 1 | 2 | 5 | 13 | 25 | 26 | 10 | 1 | 1 | 1 | 0 | 0 | 85 |
| 13:00 | 0 | 1 | 0 | 0 | 5 | 23 | 18 | 14 | 4 | 0 | 0 | 0 | 0 | 65 |
| 14:00 | 0 | 0 | 0 | 2 | 7 | 11 | 11 | 12 | 3 | 1 | 0 | 0 | 1 | 48 |
| 15:00 | 0 | 0 | 0 | 3 | 9 | 22 | 25 | 10 | 6 | 0 | 1 | 0 | 0 | 76 |
| 16:00 | 0 | 1 | 1 | 1 | 13 | 24 | 33 | 22 | 8 | 0 | 0 | 0 | 0 | 103 |
| 17:00 | 0 | 1 | 0 | 4 | 8 | 25 | 24 | 16 | 7 | 1 | 0 | 0 | 1 | 87 |
| 18:00 | 0 | 0 | 1 | 1 | 4 | 12 | 15 | 6 | 5 | 0 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 0 | 0 | 2 | 1 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Totals | 0 | 5 | 4 | 24 | 101 | 241 | 258 | 154 | 53 | 13 | 9 | 1 | 3 | 866 |
| % of Totals | | 1% | 0% | 3% | 12% | 28% | 30% | 18% | 6% | 2% | 1% | 0% | 0% | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 4 | 2 | 1 | 4 | 1 | 0 | 21 |
| 5:00 | 0 | 0 | 0 | 1 | 2 | 8 | 14 | 5 | 2 | 1 | 0 | 0 | 1 | 34 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 13 | 24 | 27 | 2 | 2 | 1 | 0 | 0 | 72 |
| 7:00 | 0 | 0 | 0 | 1 | 5 | 28 | 39 | 31 | 20 | 5 | 3 | 1 | 0 | 133 |
| 8:00 | 1 | 0 | 0 | 2 | 9 | 22 | 20 | 17 | 1 | 1 | 0 | 0 | 0 | 73 |
| 9:00 | 0 | 0 | 0 | 0 | 9 | 26 | 15 | 12 | 8 | 1 | 0 | 0 | 0 | 71 |
| 10:00 | 0 | 1 | 1 | 1 | 9 | 12 | 19 | 12 | 5 | 3 | 1 | 0 | 0 | 64 |
| 11:00 | 0 | 0 | 0 | 2 | 12 | 26 | 28 | 17 | 4 | 4 | 0 | 0 | 0 | 93 |
| 12:00 | 0 | 1 | 2 | 5 | 26 | 37 | 38 | 17 | 9 | 2 | 1 | 0 | 0 | 138 |
| 13:00 | 0 | 1 | 0 | 0 | 10 | 36 | 42 | 21 | 6 | 0 | 0 | 2 | 0 | 118 |
| 14:00 | 1 | 0 | 0 | 3 | 9 | 19 | 25 | 21 | 8 | 3 | 0 | 2 | 1 | 92 |
| 15:00 | 0 | 0 | 0 | 6 | 17 | 36 | 33 | 17 | 7 | 0 | 2 | 0 | 0 | 118 |
| 16:00 | 1 | 1 | 2 | 5 | 19 | 37 | 45 | 25 | 11 | 3 | 0 | 1 | 0 | 150 |
| 17:00 | 0 | 1 | 0 | 5 | 14 | 33 | 35 | 26 | 10 | 2 | 1 | 0 | 1 | 128 |
| 18:00 | 0 | 0 | 2 | 3 | 7 | 18 | 26 | 12 | 12 | 4 | 0 | 0 | 0 | 84 |
| 19:00 | 0 | 0 | 0 | 3 | 2 | 20 | 13 | 6 | 2 | 2 | 1 | 0 | 0 | 49 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 0 | 0 | 0 | 4 | 4 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| Totals | 3 | 5 | 7 | 42 | 167 | 390 | 444 | 282 | 110 | 37 | 14 | 7 | 3 | 1,511 |
| % of Totals | 0% | 0% | 0% | 3% | 11% | 26% | 29% | 19% | 7% | 2% | 1% | 0% | 0% | 100% |

### STATISTICS — EASTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 0 | 1 | 5 | 19 | 60 | 79 | 69 | 26 | 11 | 2 | 1 | 0 | 274 |
| | % | 0% | 0% | 0% | 1% | 3% | 9% | 12% | 11% | 4% | 2% | 0% | 0% | 0% | 42% |
| | Peak Hour | 8:00 | 0:00 | 10:00 | 0:00 | 11:45 | 7:00 | 6:45 | 7:15 | 7:00 | 6:45 | 7:00 | 6:30 | 0:00 | 7:00 |
| | Peak Volume | 1 | 0 | 1 | 2 | 10 | 15 | 24 | 20 | 14 | 4 | 2 | 1 | 0 | 79 |
| 12:00 - 24:00 | | 2 | 0 | 2 | 13 | 47 | 89 | 107 | 59 | 31 | 13 | 3 | 5 | 0 | 371 |
| | % | 0% | 0% | 0% | 2% | 7% | 14% | 17% | 9% | 5% | 2% | 0% | 1% | 0% | 58% |
| | Peak Hour | 14:00 | 12:00 | 16:00 | 15:30 | 12:00 | 12:45 | 13:00 | 14:30 | 12:00 | 17:30 | 15:00 | 12:30 | 12:00 | 12:15 |
| | Peak Volume | 1 | 0 | 1 | 5 | 13 | 17 | 24 | 12 | 8 | 4 | 1 | 2 | 0 | 60 |
| 07:00 - 09:00 | | 1 | 0 | 0 | 1 | 6 | 24 | 35 | 28 | 15 | 5 | 2 | 1 | 0 | 118 |
| | % | 0% | 0% | 0% | 0% | 1% | 4% | 5% | 4% | 2% | 1% | 0% | 0% | 0% | 18% |
| | Peak Hour | 8:00 | 7:00 | 7:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 1 | 0 | 0 | 1 | 5 | 15 | 23 | 20 | 14 | 4 | 2 | 1 | 0 | 79 |
| 16:00 - 18:00 | | 1 | 0 | 1 | 5 | 12 | 21 | 23 | 13 | 6 | 4 | 1 | 1 | 0 | 88 |
| | % | 0% | 0% | 0% | 1% | 2% | 3% | 4% | 2% | 1% | 1% | 0% | 0% | 0% | 14% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 0 | 1 | 4 | 7 | 13 | 12 | 11 | 4 | 3 | 1 | 1 | 0 | 47 |

### STATISTICS — WESTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 1 | 0 | 5 | 35 | 80 | 88 | 57 | 18 | 7 | 7 | 1 | 1 | 300 |
| | % | 0% | 0% | 0% | 1% | 5% | 12% | 14% | 9% | 3% | 1% | 1% | 0% | 0% | 47% |
| | Peak Hour | 0:00 | 9:30 | 0:00 | 11:45 | 11:00 | 11:45 | 11:30 | 7:00 | 7:00 | 11:15 | 4:00 | 3:45 | 4:30 | 11:30 |
| | Peak Volume | 0 | 1 | 0 | 4 | 8 | 25 | 33 | 14 | 6 | 3 | 4 | 1 | 1 | 81 |
| 12:00 - 24:00 | | 0 | 4 | 4 | 19 | 66 | 161 | 170 | 97 | 35 | 6 | 2 | 0 | 2 | 566 |
| | % | 0% | 1% | 1% | 3% | 10% | 25% | 26% | 15% | 5% | 1% | 0% | 0% | 0% | 88% |
| | Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 12:15 | 16:00 | 16:30 | 16:15 | 20:15 | 12:00 | 12:00 | 13:45 | 16:30 |
| | Peak Volume | 0 | 1 | 2 | 5 | 15 | 30 | 33 | 24 | 9 | 2 | 1 | 0 | 1 | 105 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 2 | 8 | 26 | 24 | 20 | 6 | 1 | 1 | 0 | 0 | 88 |
| | % | 0% | 0% | 0% | 0% | 1% | 4% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 14% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 2 | 6 | 15 | 16 | 14 | 6 | 1 | 1 | 0 | 0 | 54 |
| 16:00 - 18:00 | | 0 | 2 | 1 | 5 | 21 | 49 | 57 | 38 | 15 | 1 | 0 | 0 | 1 | 190 |
| | % | 0% | 0% | 0% | 1% | 3% | 8% | 9% | 6% | 2% | 0% | 0% | 0% | 0% | 29% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:15 | 16:00 | 16:30 | 16:15 | 16:30 | 16:00 | 16:00 | 16:15 | 16:30 |
| | Peak Volume | 0 | 1 | 1 | 4 | 13 | 28 | 33 | 24 | 9 | 1 | 0 | 0 | 1 | 105 |

### STATISTICS — TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 1 | 1 | 10 | 54 | 140 | 167 | 126 | 44 | 18 | 9 | 2 | 1 | 574 |
| | % | 0% | 0% | 0% | 2% | 8% | 22% | 26% | 20% | 7% | 3% | 1% | 0% | 0% | 89% |
| | Peak Hour | 8:00 | 9:30 | 10:00 | 11:45 | 11:45 | 11:45 | 11:30 | 7:15 | 7:00 | 11:15 | 4:00 | 3:45 | 4:30 | 7:00 |
| | Peak Volume | 1 | 1 | 1 | 5 | 17 | 37 | 43 | 32 | 20 | 6 | 4 | 1 | 1 | 133 |
| 12:00 - 24:00 | | 2 | 4 | 6 | 32 | 113 | 250 | 277 | 156 | 66 | 19 | 5 | 5 | 2 | 937 |
| | % | 0% | 1% | 1% | 5% | 18% | 39% | 43% | 24% | 10% | 3% | 1% | 1% | 0% | 145% |
| | Peak Hour | 14:00 | 12:00 | 12:00 | 14:30 | 12:15 | 12:15 | 16:00 | 16:45 | 16:15 | 17:15 | 15:00 | 12:30 | 13:45 | 16:00 |
| | Peak Volume | 1 | 1 | 2 | 6 | 28 | 44 | 45 | 30 | 13 | 4 | 2 | 2 | 1 | 150 |
| 07:00 - 09:00 | | 1 | 0 | 0 | 3 | 14 | 50 | 59 | 48 | 21 | 6 | 3 | 1 | 0 | 206 |
| | % | 0% | 0% | 0% | 0% | 2% | 8% | 9% | 7% | 3% | 1% | 0% | 0% | 0% | 32% |
| | Peak Hour | 8:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 1 | 0 | 0 | 3 | 9 | 28 | 39 | 32 | 20 | 5 | 3 | 1 | 0 | 133 |
| 16:00 - 18:00 | | 1 | 2 | 2 | 10 | 33 | 70 | 80 | 51 | 21 | 5 | 1 | 1 | 1 | 278 |
| | % | 0% | 0% | 0% | 2% | 5% | 11% | 12% | 8% | 3% | 1% | 0% | 0% | 0% | 43% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:00 | 16:45 | 16:15 | 16:00 | 16:30 | 16:00 | 16:15 | 16:00 |
| | Peak Volume | 1 | 1 | 2 | 6 | 19 | 40 | 45 | 30 | 13 | 3 | 1 | 1 | 1 | 150 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| EASTBOUND | 35 | 42 | 42 | 50 | 56 | 645 |
| WESTBOUND | 35 | 41 | 41 | 48 | 53 | 866 |
| TOTALS | 35 | 42 | 42 | 49 | 54 | 1511 |

### 15-MINUTE BREAKDOWN — EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 15 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 3 | 9 | 5 | 4 | 2 | 0 | 1 | 0 | 26 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 4 | 6 | 1 | 2 | 0 | 0 | 24 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 15 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 20 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 0 | 1 | 2 | 0 | 1 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 14 |
| 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 9 |
| 15:00 | 0 | 0 | 0 | 1 | 3 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 1 | 0 | 1 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 11 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 8 | 1 | 1 | 0 | 0 | 0 | 23 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 0 | 1 | 1 | 0 | 3 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 0 | 3 | 18 | 66 | 149 | 186 | 128 | 57 | 24 | 5 | 6 | 0 | 645 |
| % of Totals | 0% | 0% | 0% | 3% | 10% | 23% | 29% | 20% | 9% | 4% | 1% | 1% | 0% | 100% |

### 15-MINUTE BREAKDOWN — WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 13 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 14 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 6 | 1 | 1 | 1 | 0 | 0 | 16 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 0 | 0 | 4 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 1 | 0 | 1 | 1 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 10:30 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 4 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 5 | 1 | 1 | 1 | 0 | 0 | 21 |
| 12:15 | 0 | 0 | 0 | 2 | 1 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:30 | 0 | 1 | 0 | 2 | 4 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 0 | 2 | 1 | 8 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 1 | 0 | 0 | 2 | 7 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 23 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 6 | 0 | 1 | 0 | 0 | 1 | 14 |
| 14:45 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 7 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 22 |
| 15:15 | 0 | 0 | 0 | 2 | 1 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 6 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 0 | 1 | 0 | 0 | 3 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 0 | 1 | 1 | 0 | 8 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 24 |
| 16:45 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 10 | 10 | 7 | 2 | 0 | 0 | 0 | 1 | 33 |
| 17:15 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 21 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 1 | 0 | 2 | 2 | 5 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 17 |
| 18:00 | 0 | 0 | 1 | 0 | 1 | 2 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 0 | 1 | 2 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 5 | 4 | 24 | 101 | 241 | 258 | 154 | 53 | 13 | 9 | 1 | 3 | 866 |
| % of Totals | 0% | 1% | 0% | 3% | 12% | 28% | 30% | 18% | 6% | 2% | 1% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 6 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 1 | 1 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 8 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 1 | 1 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 5 | 1 | 0 | 1 | 0 | 0 | 18 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 14 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 10 | 1 | 1 | 0 | 0 | 0 | 27 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 8 | 5 | 0 | 0 | 0 | 0 | 29 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 4 | 13 | 7 | 6 | 2 | 0 | 1 | 0 | 36 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 6 | 2 | 1 | 0 | 0 | 0 | 28 |
| 7:45 | 0 | 0 | 0 | 1 | 2 | 9 | 6 | 10 | 7 | 2 | 3 | 0 | 0 | 40 |
| 8:00 | 0 | 0 | 0 | 2 | 3 | 3 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 22 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 1 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 9 | 7 | 2 | 4 | 1 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 0 | 0 | 0 | 5 | 10 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 1 | 0 | 1 | 1 | 3 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 20 |
| 10:30 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 0 | 0 | 0 | 4 | 7 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 24 |
| 11:30 | 0 | 0 | 0 | 0 | 5 | 7 | 6 | 4 | 2 | 2 | 0 | 0 | 0 | 26 |
| 11:45 | 0 | 0 | 0 | 1 | 3 | 9 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 32 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 8 | 12 | 6 | 2 | 2 | 1 | 0 | 0 | 34 |
| 12:15 | 0 | 0 | 0 | 2 | 3 | 11 | 14 | 2 | 3 | 0 | 0 | 0 | 0 | 35 |
| 12:30 | 0 | 1 | 0 | 2 | 8 | 9 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 30 |
| 12:45 | 0 | 0 | 2 | 1 | 12 | 9 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 15 | 11 | 3 | 0 | 0 | 0 | 1 | 0 | 35 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 6 | 8 | 4 | 1 | 0 | 0 | 1 | 0 | 21 |
| 13:30 | 0 | 1 | 0 | 0 | 3 | 11 | 15 | 7 | 3 | 0 | 0 | 0 | 0 | 40 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 5 | 7 | 3 | 1 | 2 | 0 | 1 | 0 | 22 |
| 14:30 | 0 | 0 | 0 | 0 | 4 | 5 | 6 | 8 | 3 | 1 | 0 | 0 | 1 | 28 |
| 14:45 | 1 | 0 | 0 | 2 | 2 | 4 | 4 | 9 | 0 | 0 | 0 | 1 | 0 | 23 |
| 15:00 | 0 | 0 | 0 | 2 | 7 | 14 | 8 | 4 | 1 | 0 | 1 | 0 | 0 | 37 |
| 15:15 | 0 | 0 | 0 | 2 | 1 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:30 | 0 | 0 | 0 | 0 | 5 | 5 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 27 |
| 15:45 | 0 | 0 | 0 | 2 | 4 | 10 | 8 | 5 | 2 | 0 | 1 | 0 | 0 | 32 |
| 16:00 | 0 | 0 | 0 | 1 | 7 | 7 | 16 | 8 | 1 | 3 | 0 | 0 | 0 | 43 |
| 16:15 | 0 | 1 | 0 | 2 | 3 | 6 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 0 | 0 | 1 | 1 | 0 | 16 | 10 | 9 | 4 | 0 | 0 | 0 | 0 | 41 |
| 16:45 | 1 | 0 | 1 | 1 | 9 | 8 | 9 | 4 | 4 | 0 | 0 | 1 | 0 | 38 |
| 17:00 | 0 | 0 | 0 | 2 | 2 | 10 | 11 | 9 | 3 | 0 | 0 | 0 | 1 | 38 |
| 17:15 | 0 | 0 | 0 | 1 | 4 | 6 | 8 | 6 | 1 | 1 | 1 | 0 | 0 | 28 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 10 | 10 | 11 | 3 | 1 | 0 | 0 | 0 | 39 |
| 17:45 | 0 | 1 | 0 | 2 | 4 | 7 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 0 | 1 | 1 | 1 | 4 | 7 | 1 | 3 | 2 | 0 | 0 | 0 | 20 |
| 18:15 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 24 |
| 18:30 | 0 | 0 | 1 | 1 | 0 | 4 | 6 | 2 | 5 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 1 | 8 | 5 | 4 | 1 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 16 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 5 | 7 | 42 | 167 | 390 | 444 | 282 | 110 | 37 | 14 | 7 | 3 | 1,511 |
| % of Totals | 0% | 0% | 0% | 3% | 11% | 26% | 29% | 19% | 7% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 645 | 866 | 1,511 | |

### 15-Minutes Interval

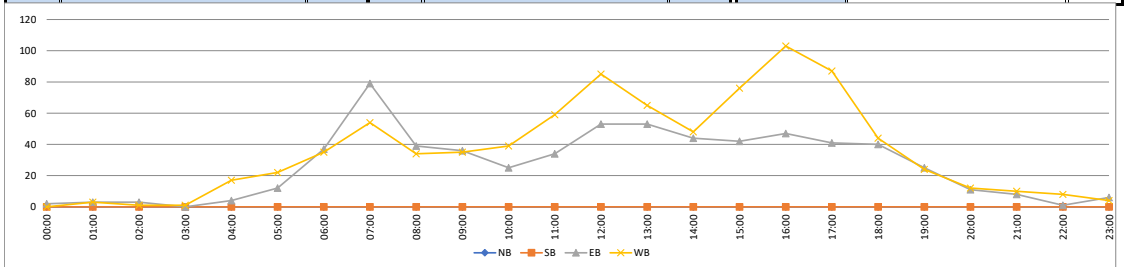
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 13 | 21 | 34 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 11 | 24 | 35 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 12 | 18 | 30 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 17 | 22 | 39 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 20 | 15 | 35 |
| 1:15 | | | 0 | 2 | 2 | 13:15 | | | 5 | 16 | 21 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 17 | 23 | 40 |
| 1:45 | | | 1 | 1 | 2 | 13:45 | | | 11 | 11 | 22 |
| 2:00 | | | 2 | 0 | 2 | 14:00 | | | 9 | 10 | 19 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 12 | 10 | 22 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 14 | 14 | 28 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 9 | 14 | 23 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 15 | 22 | 37 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 5 | 17 | 22 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 13 | 14 | 27 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 9 | 23 | 32 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 11 | 32 | 43 |
| 4:15 | | | 1 | 2 | 3 | 16:15 | | | 8 | 20 | 28 |
| 4:30 | | | 1 | 5 | 6 | 16:30 | | | 17 | 24 | 41 |
| 4:45 | | | 2 | 9 | 11 | 16:45 | | | 11 | 27 | 38 |
| 5:00 | | | 1 | 4 | 5 | 17:00 | | | 5 | 33 | 38 |
| 5:15 | | | 3 | 5 | 8 | 17:15 | | | 7 | 21 | 28 |
| 5:30 | | | 2 | 5 | 7 | 17:30 | | | 23 | 16 | 39 |
| 5:45 | | | 6 | 8 | 14 | 17:45 | | | 6 | 17 | 23 |
| 6:00 | | | 5 | 13 | 18 | 18:00 | | | 8 | 12 | 20 |
| 6:15 | | | 10 | 3 | 13 | 18:15 | | | 6 | 18 | 24 |
| 6:30 | | | 11 | 3 | 14 | 18:30 | | | 14 | 5 | 19 |
| 6:45 | | | 11 | 16 | 27 | 18:45 | | | 12 | 9 | 21 |
| 7:00 | | | 15 | 14 | 29 | 19:00 | | | 6 | 10 | 16 |
| 7:15 | | | 26 | 10 | 36 | 19:15 | | | 7 | 6 | 13 |
| 7:30 | | | 14 | 14 | 28 | 19:30 | | | 7 | 4 | 11 |
| 7:45 | | | 24 | 16 | 40 | 19:45 | | | 5 | 4 | 9 |
| 8:00 | | | 15 | 7 | 22 | 20:00 | | | 3 | 4 | 7 |
| 8:15 | | | 8 | 12 | 20 | 20:15 | | | 1 | 4 | 5 |
| 8:30 | | | 7 | 10 | 17 | 20:30 | | | 1 | 4 | 5 |
| 8:45 | | | 9 | 5 | 14 | 20:45 | | | 6 | 0 | 6 |
| 9:00 | | | 15 | 9 | 24 | 21:00 | | | 2 | 4 | 6 |
| 9:15 | | | 9 | 16 | 25 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 4 | 4 | 8 | 21:30 | | | 3 | 4 | 7 |
| 9:45 | | | 8 | 6 | 14 | 21:45 | | | 2 | 2 | 4 |
| 10:00 | | | 8 | 6 | 14 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 4 | 16 | 20 | 22:15 | | | 0 | 4 | 4 |
| 10:30 | | | 7 | 11 | 18 | 22:30 | | | 1 | 2 | 3 |
| 10:45 | | | 6 | 6 | 12 | 22:45 | | | 0 | 1 | 1 |
| 11:00 | | | 4 | 7 | 11 | 23:00 | | | 4 | 0 | 4 |
| 11:15 | | | 8 | 16 | 24 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 7 | 19 | 26 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 15 | 17 | 32 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 274 | 300 | 574 | TOTALS | 0 | 0 | 371 | 566 | 937 |
| SPLIT % | 0% | 0% | 48% | 52% | 38% | SPLIT % | 0% | 0% | 40% | 60% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 0 | 2 |
| 01:00 | 02:00 | | | 3 | 3 | 6 |
| 02:00 | 03:00 | | | 3 | 1 | 4 |
| 03:00 | 04:00 | | | 0 | 1 | 1 |
| 04:00 | 05:00 | | | 4 | 17 | 21 |
| 05:00 | 06:00 | | | 12 | 22 | 34 |
| 06:00 | 07:00 | | | 37 | 35 | 72 |
| 07:00 | 08:00 | | | 79 | 54 | 133 |
| 08:00 | 09:00 | | | 39 | 34 | 73 |
| 09:00 | 10:00 | | | 36 | 35 | 71 |
| 10:00 | 11:00 | | | 25 | 39 | 64 |
| 11:00 | 12:00 | | | 34 | 59 | 93 |
| 12:00 | 13:00 | | | 53 | 85 | 138 |
| 13:00 | 14:00 | | | 53 | 65 | 118 |
| 14:00 | 15:00 | | | 44 | 48 | 92 |
| 15:00 | 16:00 | | | 42 | 76 | 118 |
| 16:00 | 17:00 | | | 47 | 103 | 150 |
| 17:00 | 18:00 | | | 41 | 87 | 128 |
| 18:00 | 19:00 | | | 40 | 44 | 84 |
| 19:00 | 20:00 | | | 25 | 24 | 49 |
| 20:00 | 21:00 | | | 11 | 12 | 23 |
| 21:00 | 22:00 | | | 8 | 10 | 18 |
| 22:00 | 23:00 | | | 1 | 8 | 9 |
| 23:00 | 00:00 | | | 6 | 4 | 10 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 274 | 300 | 574 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 79 | 59 | 133 |
| Peak Hour Factor | | | 0.760 | 0.776 | 0.831 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 371 | 566 | 937 |
| Peak Hour | | | 12:15 | 16:30 | 16:00 |
| Peak Volume | | | 60 | 105 | 150 |
| Peak Hour Factor | | | 0.750 | 0.795 | 0.872 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 118 | 88 | 206 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 79 | 54 | 133 |
| Peak Hour Factor | | | 0.760 | 0.844 | 0.831 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 88 | 190 | 278 |
| Peak Hour | | | 16:00 | 16:30 | 16:00 |
| Peak Volume | | | 47 | 105 | 150 |
| Peak Hour Factor | | | 0.691 | 0.795 | 0.872 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_002

## HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 8 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 27 |
| 7:00 | 0 | 0 | 0 | 0 | 7 | 19 | 26 | 15 | 6 | 2 | 0 | 0 | 0 | 75 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 8 | 19 | 9 | 4 | 2 | 1 | 0 | 0 | 44 |
| 9:00 | 0 | 0 | 0 | 2 | 3 | 8 | 12 | 8 | 3 | 1 | 0 | 0 | 0 | 37 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 0 | 1 | 0 | 6 | 6 | 20 | 6 | 3 | 0 | 1 | 0 | 0 | 43 |
| 12:00 | 0 | 0 | 1 | 0 | 8 | 10 | 17 | 12 | 5 | 0 | 0 | 0 | 0 | 53 |
| 13:00 | 1 | 4 | 1 | 1 | 5 | 21 | 11 | 12 | 5 | 1 | 0 | 0 | 0 | 62 |
| 14:00 | 4 | 0 | 0 | 0 | 7 | 11 | 11 | 7 | 4 | 1 | 1 | 0 | 0 | 46 |
| 15:00 | 3 | 2 | 0 | 1 | 7 | 9 | 8 | 5 | 2 | 0 | 0 | 0 | 1 | 38 |
| 16:00 | 2 | 1 | 0 | 4 | 4 | 10 | 14 | 12 | 3 | 2 | 2 | 0 | 0 | 54 |
| 17:00 | 0 | 2 | 0 | 5 | 2 | 7 | 15 | 12 | 4 | 1 | 0 | 0 | 1 | 49 |
| 18:00 | 3 | 0 | 0 | 3 | 8 | 4 | 10 | 8 | 2 | 2 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 1 | 0 | 1 | 5 | 10 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 32 |
| 20:00 | 0 | 0 | 1 | 1 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 14 |
| 21:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 14 | 10 | 5 | 23 | 70 | 155 | 205 | 134 | 56 | 13 | 5 | 0 | 3 | 693 |
| % of Totals | 2% | 1% | 1% | 3% | 10% | 22% | 30% | 19% | 8% | 2% | 1% | | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 4 | 4 | 1 | 0 | 2 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 6 | 1 | 3 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 11 | 13 | 7 | 3 | 2 | 0 | 1 | 0 | 37 |
| 7:00 | 0 | 0 | 0 | 2 | 9 | 15 | 17 | 13 | 3 | 1 | 0 | 1 | 0 | 61 |
| 8:00 | 0 | 0 | 0 | 1 | 4 | 6 | 17 | 3 | 1 | 1 | 0 | 0 | 0 | 33 |
| 9:00 | 0 | 0 | 1 | 0 | 3 | 5 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 0 | 0 | 2 | 3 | 15 | 12 | 7 | 1 | 1 | 0 | 0 | 0 | 41 |
| 11:00 | 0 | 0 | 5 | 2 | 7 | 23 | 21 | 7 | 3 | 1 | 0 | 0 | 0 | 69 |
| 12:00 | 0 | 0 | 0 | 4 | 10 | 21 | 40 | 17 | 1 | 2 | 0 | 0 | 0 | 95 |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 19 | 23 | 8 | 3 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 2 | 1 | 1 | 3 | 4 | 21 | 14 | 9 | 7 | 0 | 1 | 1 | 0 | 64 |
| 15:00 | 7 | 1 | 0 | 4 | 11 | 17 | 13 | 11 | 4 | 0 | 1 | 0 | 0 | 69 |
| 16:00 | 1 | 3 | 0 | 2 | 15 | 24 | 23 | 15 | 5 | 3 | 0 | 0 | 0 | 91 |
| 17:00 | 0 | 2 | 3 | 1 | 10 | 30 | 33 | 17 | 2 | 0 | 0 | 1 | 0 | 99 |
| 18:00 | 0 | 8 | 2 | 6 | 4 | 14 | 10 | 3 | 4 | 0 | 0 | 0 | 0 | 51 |
| 19:00 | 0 | 0 | 1 | 0 | 2 | 5 | 8 | 4 | 1 | 1 | 0 | 1 | 0 | 23 |
| 20:00 | 0 | 0 | 1 | 0 | 2 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Totals | 10 | 15 | 14 | 28 | 97 | 250 | 272 | 148 | 46 | 17 | 2 | 7 | 0 | 906 |
| % of Totals | 1% | 2% | 2% | 3% | 11% | 28% | 30% | 16% | 5% | 2% | 0% | 1% | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 4 | 5 | 1 | 0 | 2 | 0 | 23 |
| 5:00 | 0 | 0 | 0 | 0 | 6 | 7 | 7 | 9 | 4 | 3 | 0 | 0 | 0 | 36 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 19 | 21 | 14 | 5 | 2 | 0 | 1 | 0 | 64 |
| 7:00 | 0 | 0 | 0 | 2 | 16 | 34 | 43 | 28 | 9 | 3 | 0 | 1 | 0 | 136 |
| 8:00 | 0 | 0 | 0 | 1 | 5 | 14 | 36 | 12 | 5 | 3 | 1 | 0 | 0 | 77 |
| 9:00 | 0 | 0 | 1 | 2 | 6 | 13 | 25 | 17 | 5 | 1 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 23 | 20 | 13 | 4 | 1 | 0 | 0 | 0 | 68 |
| 11:00 | 0 | 0 | 6 | 2 | 13 | 29 | 41 | 13 | 6 | 1 | 1 | 0 | 0 | 112 |
| 12:00 | 0 | 0 | 1 | 4 | 18 | 31 | 57 | 29 | 6 | 2 | 0 | 0 | 0 | 148 |
| 13:00 | 1 | 4 | 1 | 2 | 9 | 40 | 34 | 20 | 8 | 1 | 0 | 0 | 0 | 120 |
| 14:00 | 6 | 1 | 1 | 3 | 11 | 32 | 25 | 16 | 11 | 1 | 2 | 1 | 0 | 110 |
| 15:00 | 10 | 3 | 0 | 5 | 18 | 26 | 21 | 16 | 6 | 0 | 1 | 0 | 1 | 107 |
| 16:00 | 3 | 4 | 0 | 6 | 19 | 34 | 37 | 27 | 8 | 5 | 2 | 0 | 0 | 145 |
| 17:00 | 0 | 4 | 3 | 6 | 12 | 37 | 48 | 29 | 6 | 1 | 0 | 1 | 1 | 148 |
| 18:00 | 3 | 8 | 2 | 9 | 12 | 18 | 20 | 11 | 6 | 2 | 0 | 0 | 0 | 91 |
| 19:00 | 0 | 1 | 1 | 1 | 7 | 15 | 16 | 8 | 4 | 1 | 0 | 1 | 0 | 55 |
| 20:00 | 0 | 0 | 2 | 1 | 3 | 11 | 4 | 3 | 1 | 0 | 0 | 0 | 1 | 26 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:00 | 1 | 0 | 0 | 1 | 1 | 4 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| Totals | 24 | 25 | 19 | 51 | 167 | 405 | 477 | 282 | 102 | 30 | 7 | 7 | 3 | 1,599 |
| % of Totals | 2% | 2% | 1% | 3% | 10% | 25% | 30% | 18% | 6% | 2% | 0% | 0% | 0% | 100% |

## STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 2 | 4 | 22 | 64 | 103 | 56 | 27 | 5 | 2 | 0 | 0 | 285 |
| % | 0% | 0% | 0% | 1% | 3% | 9% | 15% | 8% | 4% | 1% | 0% | 0% | 0% | 41% |
| Peak Hour | 0:00 | 0:00 | 11:45 | 8:45 | 11:15 | 7:00 | 7:45 | 7:00 | 6:30 | 7:15 | 7:30 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 0 | 0 | 2 | 2 | 9 | 19 | 29 | 15 | 6 | 3 | 1 | 0 | 0 | 75 |
| 12:00 - 24:00 | 14 | 10 | 3 | 19 | 48 | 91 | 102 | 78 | 29 | 8 | 3 | 0 | 3 | 408 |
| % | 2% | 1% | 0% | 3% | 7% | 13% | 15% | 11% | 4% | 1% | 0% | 0% | 0% | 59% |
| Peak Hour | 14:30 | 13:00 | 12:15 | 16:45 | 14:15 | 13:00 | 16:45 | 12:30 | 12:30 | 15:45 | 15:45 | 12:00 | 14:15 | 12:30 |
| Peak Volume | 6 | 4 | 2 | 6 | 9 | 21 | 20 | 15 | 7 | 2 | 2 | 0 | 1 | 67 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 8 | 27 | 45 | 24 | 10 | 4 | 1 | 0 | 0 | 119 |
| % | 0% | 0% | 0% | 0% | 1% | 4% | 6% | 3% | 1% | 1% | 0% | 0% | 0% | 17% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 7 | 19 | 29 | 15 | 6 | 3 | 1 | 0 | 0 | 75 |
| 16:00 - 18:00 | 2 | 3 | 0 | 9 | 6 | 17 | 29 | 24 | 7 | 3 | 2 | 0 | 1 | 103 |
| % | 0% | 0% | 0% | 1% | 1% | 2% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:45 | 16:00 | 16:15 | 16:45 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 |
| Peak Volume | 2 | 3 | 0 | 6 | 4 | 11 | 20 | 14 | 4 | 2 | 2 | 0 | 1 | 60 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 6 | 7 | 31 | 84 | 98 | 57 | 18 | 10 | 0 | 4 | 0 | 315 |
| % | 0% | 0% | 1% | 1% | 4% | 12% | 14% | 8% | 3% | 1% | 0% | 1% | 0% | 45% |
| Peak Hour | 0:00 | 0:00 | 10:45 | 11:30 | 7:15 | 11:00 | 11:45 | 11:45 | 6:15 | 4:45 | 0:00 | 3:30 | 0:00 | 11:30 |
| Peak Volume | 0 | 0 | 5 | 4 | 11 | 23 | 41 | 14 | 5 | 3 | 0 | 2 | 0 | 88 |
| 12:00 - 24:00 | 10 | 15 | 8 | 21 | 66 | 166 | 174 | 91 | 28 | 7 | 2 | 3 | 0 | 591 |
| % | 1% | 2% | 1% | 3% | 10% | 24% | 25% | 13% | 4% | 1% | 0% | 0% | 0% | 85% |
| Peak Hour | 14:30 | 17:30 | 17:30 | 17:45 | 15:45 | 17:15 | 12:00 | 16:15 | 14:15 | 16:00 | 13:15 | 13:45 | 12:00 | 17:00 |
| Peak Volume | 7 | 9 | 4 | 7 | 16 | 31 | 40 | 19 | 11 | 3 | 1 | 1 | 0 | 99 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 13 | 21 | 34 | 16 | 4 | 2 | 0 | 1 | 0 | 94 |
| % | 0% | 0% | 0% | 0% | 2% | 3% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 11 | 15 | 17 | 13 | 3 | 2 | 0 | 1 | 0 | 61 |
| 16:00 - 18:00 | 1 | 5 | 3 | 3 | 25 | 54 | 56 | 32 | 7 | 3 | 0 | 1 | 0 | 190 |
| % | 0% | 1% | 0% | 0% | 4% | 8% | 8% | 5% | 1% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 |
| Peak Volume | 1 | 3 | 3 | 2 | 15 | 30 | 33 | 19 | 5 | 3 | 0 | 1 | 0 | 99 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 8 | 11 | 53 | 148 | 201 | 113 | 45 | 15 | 2 | 4 | 0 | 600 |
| % | 0% | 0% | 1% | 2% | 8% | 21% | 29% | 16% | 6% | 2% | 0% | 1% | 0% | 87% |
| Peak Hour | 0:00 | 0:00 | 11:00 | 11:30 | 7:15 | 7:00 | 11:45 | 7:00 | 6:30 | 7:15 | 7:30 | 3:30 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 6 | 4 | 18 | 34 | 61 | 28 | 10 | 5 | 1 | 2 | 0 | 139 |
| 12:00 - 24:00 | 24 | 25 | 11 | 40 | 114 | 257 | 276 | 169 | 57 | 15 | 5 | 3 | 3 | 999 |
| % | 3% | 4% | 2% | 6% | 16% | 37% | 40% | 24% | 8% | 2% | 1% | 0% | 0% | 144% |
| Peak Hour | 14:30 | 17:30 | 17:30 | 17:15 | 15:15 | 12:30 | 12:00 | 16:15 | 14:15 | 16:00 | 15:45 | 13:45 | 14:15 | 12:00 |
| Peak Volume | 13 | 11 | 4 | 10 | 21 | 40 | 57 | 31 | 16 | 5 | 3 | 1 | 1 | 148 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 21 | 48 | 79 | 40 | 14 | 6 | 1 | 1 | 0 | 213 |
| % | 0% | 0% | 0% | 0% | 3% | 7% | 11% | 6% | 2% | 1% | 0% | 0% | 0% | 31% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:45 | 7:00 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 18 | 34 | 44 | 28 | 9 | 5 | 1 | 1 | 0 | 136 |
| 16:00 - 18:00 | 3 | 8 | 3 | 12 | 31 | 71 | 85 | 56 | 14 | 6 | 2 | 1 | 1 | 293 |
| % | 0% | 1% | 0% | 2% | 4% | 10% | 12% | 8% | 2% | 1% | 0% | 0% | 0% | 42% |
| Peak Hour | 16:00 | 16:00 | 17:00 | 16:45 | 16:00 | 16:30 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:45 |
| Peak Volume | 3 | 4 | 3 | 7 | 19 | 38 | 52 | 31 | 8 | 5 | 2 | 1 | 1 | 148 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 34 | 42 | 41 | 49 | 54 | 693 |
| WESTBOUND | 34 | 41 | 40 | 48 | 53 | 906 |
| TOTALS | 34 | 41 | 41 | 48 | 53 | 1599 |

## 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 20 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 7 |
| 7:45 | 0 | 0 | 0 | 0 | 3 | 8 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 31 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 12 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 14 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 13 |
| 9:15 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 13 |
| 11:45 | 0 | 0 | 1 | 0 | 0 | 3 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 0 | 1 | 0 | 3 | 4 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 0 | 1 | 1 | 3 | 5 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 1 | 3 | 0 | 0 | 0 | 8 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 1 | 0 | 0 | 0 | 4 | 4 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 15 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 3 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 11 |
| 15:15 | 3 | 1 | 0 | 0 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 1 | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 10 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 15 |
| 16:45 | 0 | 1 | 0 | 2 | 1 | 4 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 9 |
| 17:30 | 0 | 2 | 0 | 3 | 1 | 2 | 6 | 7 | 1 | 1 | 0 | 0 | 0 | 23 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 18:30 | 1 | 0 | 0 | 1 | 4 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 1 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 14 | 10 | 5 | 23 | 70 | 155 | 205 | 134 | 56 | 13 | 5 | 0 | 3 | 693 |
| % of Totals | 2% | 1% | 1% | 3% | 10% | 22% | 30% | 19% | 8% | 2% | 1% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 13 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 1 | 1 | 1 | 0 | 1 | 0 | 15 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 8 | 6 | 4 | 2 | 0 | 0 | 1 | 0 | 22 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 7 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:45 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 1 | 2 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 0 | 5 | 2 | 2 | 9 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 27 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 4 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 0 | 0 | 2 | 1 | 7 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 25 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 5 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 25 |
| 12:45 | 0 | 0 | 0 | 2 | 4 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 0 | 0 | 1 | 2 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 6 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 2 | 1 | 1 | 1 | 2 | 6 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 20 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 1 | 2 | 0 | 0 | 1 | 0 | 14 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 3 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 3 | 0 | 0 | 0 | 3 | 4 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 4 | 1 | 0 | 2 | 3 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:30 | 0 | 0 | 0 | 1 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 11 |
| 16:00 | 1 | 2 | 0 | 0 | 7 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 0 | 0 | 0 | 3 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 1 | 0 | 1 | 4 | 10 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 27 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 | 1 | 2 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 1 | 0 | 2 | 8 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 7 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 20 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 10 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 0 | 1 | 2 | 1 | 6 | 5 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 1 | 0 | 3 | 1 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 7 | 2 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 10 | 15 | 14 | 28 | 97 | 250 | 272 | 148 | 46 | 17 | 2 | 7 | 0 | 906 |
| % of Totals | 1% | 2% | 2% | 3% | 11% | 28% | 30% | 16% | 5% | 2% | 0% | 1% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:15 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 19 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 3 | 2 | 1 | 0 | 1 | 0 | 22 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 13 | 13 | 7 | 3 | 0 | 0 | 1 | 0 | 39 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | 6 | 4 | 1 | 0 | 0 | 0 | 24 |
| 7:30 | 0 | 0 | 0 | 0 | 7 | 7 | 6 | 8 | 0 | 1 | 0 | 0 | 0 | 29 |
| 7:45 | 0 | 0 | 0 | 1 | 5 | 11 | 17 | 7 | 2 | 1 | 0 | 0 | 0 | 44 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 22 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 3 | 0 | 0 | 1 | 0 | 0 | 16 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 19 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 6 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 0 | 1 | 1 | 0 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 0 | 0 | 0 | 1 | 3 | 4 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 20 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 0 | 0 | 1 | 3 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 4 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 0 | 0 | 0 | 5 | 9 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 27 |
| 11:30 | 0 | 0 | 5 | 2 | 5 | 10 | 9 | 5 | 3 | 0 | 1 | 0 | 0 | 40 |
| 11:45 | 0 | 0 | 1 | 0 | 1 | 6 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 0 | 0 | 6 | 5 | 16 | 6 | 1 | 1 | 0 | 0 | 0 | 35 |
| 12:15 | 0 | 0 | 0 | 2 | 2 | 9 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 34 |
| 12:30 | 0 | 0 | 1 | 0 | 5 | 9 | 16 | 11 | 3 | 0 | 0 | 0 | 0 | 45 |
| 12:45 | 0 | 0 | 0 | 2 | 5 | 8 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 34 |
| 13:00 | 0 | 0 | 1 | 2 | 5 | 11 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 32 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 12 | 14 | 6 | 3 | 0 | 0 | 0 | 0 | 37 |
| 13:30 | 0 | 1 | 0 | 0 | 1 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 1 | 3 | 0 | 0 | 1 | 11 | 7 | 9 | 2 | 0 | 0 | 0 | 0 | 34 |
| 14:00 | 2 | 1 | 1 | 1 | 2 | 7 | 3 | 5 | 0 | 0 | 1 | 0 | 0 | 23 |
| 14:15 | 1 | 0 | 0 | 1 | 4 | 9 | 5 | 3 | 3 | 0 | 1 | 0 | 0 | 27 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 3 | 5 | 0 | 0 | 1 | 0 | 26 |
| 14:45 | 3 | 0 | 0 | 1 | 3 | 7 | 11 | 5 | 3 | 1 | 0 | 0 | 0 | 34 |
| 15:00 | 3 | 0 | 0 | 1 | 5 | 8 | 3 | 5 | 5 | 0 | 0 | 0 | 1 | 31 |
| 15:15 | 7 | 2 | 0 | 2 | 5 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:30 | 0 | 0 | 0 | 1 | 6 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:45 | 0 | 1 | 0 | 1 | 2 | 3 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 17 |
| 16:00 | 2 | 2 | 0 | 1 | 8 | 10 | 9 | 3 | 2 | 0 | 1 | 0 | 0 | 38 |
| 16:15 | 1 | 0 | 0 | 0 | 3 | 5 | 12 | 6 | 2 | 1 | 0 | 0 | 0 | 30 |
| 16:30 | 0 | 1 | 0 | 2 | 6 | 13 | 6 | 9 | 2 | 2 | 1 | 0 | 0 | 42 |
| 16:45 | 0 | 1 | 0 | 3 | 2 | 6 | 10 | 9 | 2 | 2 | 0 | 0 | 0 | 35 |
| 17:00 | 0 | 0 | 1 | 0 | 2 | 12 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | 0 | 1 | 0 | 1 | 1 | 7 | 14 | 3 | 0 | 0 | 0 | 1 | 1 | 29 |
| 17:30 | 0 | 2 | 0 | 3 | 3 | 12 | 14 | 11 | 2 | 1 | 0 | 0 | 0 | 48 |
| 17:45 | 0 | 1 | 2 | 2 | 6 | 6 | 6 | 8 | 4 | 0 | 0 | 0 | 0 | 35 |
| 18:00 | 1 | 1 | 0 | 4 | 2 | 10 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 26 |
| 18:15 | 1 | 7 | 2 | 1 | 3 | 5 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 24 |
| 18:30 | 1 | 0 | 0 | 3 | 4 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 1 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 8 | 5 | 2 | 2 | 1 | 0 | 1 | 0 | 21 |
| 19:30 | 0 | 1 | 0 | 1 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:45 | 0 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 22:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 24 | 25 | 19 | 51 | 167 | 405 | 477 | 282 | 102 | 30 | 7 | 7 | 3 | 1,599 |
| % of Totals | 2% | 2% | 1% | 3% | 10% | 25% | 30% | 18% | 6% | 2% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 693 | 906 | 1,599 |

DAILY TOTALS

### 15-Minutes Interval

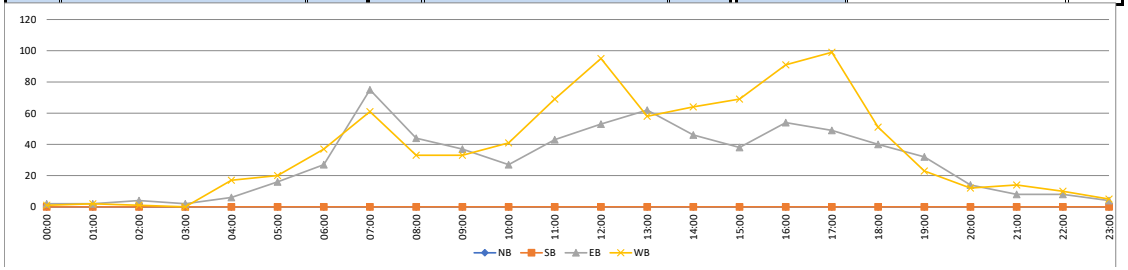
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 9 | 26 | 35 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 9 | 25 | 34 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 20 | 25 | 45 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 15 | 19 | 34 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 17 | 15 | 32 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 15 | 22 | 37 |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 8 | 9 | 17 |
| 1:45 | | | 0 | 2 | 2 | 13:45 | | | 22 | 12 | 34 |
| 2:00 | | | 4 | 0 | 4 | 14:00 | | | 3 | 20 | 23 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 15 | 12 | 27 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 14 | 26 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 16 | 18 | 34 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 11 | 20 | 31 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 13 | 21 | 34 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 8 | 17 | 25 |
| 3:45 | | | 2 | 0 | 2 | 15:45 | | | 6 | 11 | 17 |
| 4:00 | | | 0 | 3 | 3 | 16:00 | | | 10 | 28 | 38 |
| 4:15 | | | 1 | 2 | 3 | 16:15 | | | 9 | 21 | 30 |
| 4:30 | | | 2 | 5 | 7 | 16:30 | | | 15 | 27 | 42 |
| 4:45 | | | 3 | 7 | 10 | 16:45 | | | 20 | 15 | 35 |
| 5:00 | | | 2 | 4 | 6 | 17:00 | | | 8 | 28 | 36 |
| 5:15 | | | 4 | 5 | 9 | 17:15 | | | 9 | 20 | 29 |
| 5:30 | | | 3 | 4 | 7 | 17:30 | | | 23 | 25 | 48 |
| 5:45 | | | 7 | 7 | 14 | 17:45 | | | 9 | 26 | 35 |
| 6:00 | | | 6 | 13 | 19 | 18:00 | | | 7 | 19 | 26 |
| 6:15 | | | 7 | 3 | 10 | 18:15 | | | 6 | 18 | 24 |
| 6:30 | | | 7 | 6 | 13 | 18:30 | | | 14 | 9 | 23 |
| 6:45 | | | 7 | 15 | 22 | 18:45 | | | 13 | 5 | 18 |
| 7:00 | | | 17 | 22 | 39 | 19:00 | | | 6 | 6 | 12 |
| 7:15 | | | 20 | 4 | 24 | 19:15 | | | 12 | 9 | 21 |
| 7:30 | | | 7 | 22 | 29 | 19:30 | | | 9 | 4 | 13 |
| 7:45 | | | 31 | 13 | 44 | 19:45 | | | 5 | 4 | 9 |
| 8:00 | | | 12 | 10 | 22 | 20:00 | | | 2 | 6 | 8 |
| 8:15 | | | 14 | 2 | 16 | 20:15 | | | 5 | 2 | 7 |
| 8:30 | | | 12 | 7 | 19 | 20:30 | | | 3 | 3 | 6 |
| 8:45 | | | 6 | 14 | 20 | 20:45 | | | 4 | 1 | 5 |
| 9:00 | | | 13 | 11 | 24 | 21:00 | | | 3 | 7 | 10 |
| 9:15 | | | 6 | 9 | 15 | 21:15 | | | 2 | 1 | 3 |
| 9:30 | | | 12 | 8 | 20 | 21:30 | | | 1 | 4 | 5 |
| 9:45 | | | 6 | 5 | 11 | 21:45 | | | 2 | 2 | 4 |
| 10:00 | | | 5 | 12 | 17 | 22:00 | | | 1 | 4 | 5 |
| 10:15 | | | 5 | 10 | 15 | 22:15 | | | 3 | 4 | 7 |
| 10:30 | | | 6 | 13 | 19 | 22:30 | | | 1 | 2 | 3 |
| 10:45 | | | 11 | 6 | 17 | 22:45 | | | 3 | 0 | 3 |
| 11:00 | | | 4 | 16 | 20 | 23:00 | | | 0 | 1 | 1 |
| 11:15 | | | 11 | 16 | 27 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 13 | 27 | 40 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 15 | 10 | 25 | 23:45 | | | 3 | 2 | 5 |
| TOTALS | 0 | 0 | 285 | 315 | 600 | TOTALS | 0 | 0 | 408 | 591 | 999 |
| SPLIT % | 0% | 0% | 48% | 53% | 38% | SPLIT % | 0% | 0% | 41% | 59% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 1 | 3 |
| 01:00 | 02:00 | | | 2 | 2 | 4 |
| 02:00 | 03:00 | | | 4 | 1 | 5 |
| 03:00 | 04:00 | | | 2 | 0 | 2 |
| 04:00 | 05:00 | | | 6 | 17 | 23 |
| 05:00 | 06:00 | | | 16 | 20 | 36 |
| 06:00 | 07:00 | | | 27 | 37 | 64 |
| 07:00 | 08:00 | | | 75 | 61 | 136 |
| 08:00 | 09:00 | | | 44 | 33 | 77 |
| 09:00 | 10:00 | | | 37 | 33 | 70 |
| 10:00 | 11:00 | | | 27 | 41 | 68 |
| 11:00 | 12:00 | | | 43 | 69 | 112 |
| 12:00 | 13:00 | | | 53 | 95 | 148 |
| 13:00 | 14:00 | | | 62 | 58 | 120 |
| 14:00 | 15:00 | | | 46 | 64 | 110 |
| 15:00 | 16:00 | | | 38 | 69 | 107 |
| 16:00 | 17:00 | | | 54 | 91 | 145 |
| 17:00 | 18:00 | | | 49 | 99 | 148 |
| 18:00 | 19:00 | | | 40 | 51 | 91 |
| 19:00 | 20:00 | | | 32 | 23 | 55 |
| 20:00 | 21:00 | | | 14 | 12 | 26 |
| 21:00 | 22:00 | | | 8 | 14 | 22 |
| 22:00 | 23:00 | | | 8 | 10 | 18 |
| 23:00 | 00:00 | | | 4 | 5 | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 285 | 315 | 600 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 75 | 69 | 136 |
| Peak Hour Factor | | | 0.605 | 0.639 | 0.773 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 408 | 591 | 999 |
| Peak Hour | | | 12:30 | 17:00 | 12:00 |
| Peak Volume | | | 67 | 99 | 148 |
| Peak Hour Factor | | | 0.838 | 0.884 | 0.822 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 119 | 94 | 213 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 75 | 61 | 136 |
| Peak Hour Factor | | | 0.605 | 0.693 | 0.773 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 103 | 190 | 293 |
| Peak Hour | | | 16:45 | 17:00 | 16:45 |
| Peak Volume | | | 60 | 99 | 148 |
| Peak Hour Factor | | | 0.652 | 0.884 | 0.771 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_002

### HOURLY BREAKDOWN

| Time | EB 5-15 | EB 15-20 | EB 20-25 | EB 25-30 | EB 30-35 | EB 35-40 | EB 40-45 | EB 45-50 | EB 50-55 | EB 55-60 | EB 60-65 | EB 65-70 | EB 70-99 | EB Total | WB 5-15 | WB 15-20 | WB 20-25 | WB 25-30 | WB 30-35 | WB 35-40 | WB 40-45 | WB 45-50 | WB 50-55 | WB 55-60 | WB 60-65 | WB 65-70 | WB 70-99 | WB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 4 | 6 | 5 | 1 | 1 | 0 | 1 | 0 | 2 | 20 |
| 5:00 | 0 | 0 | 1 | 1 | 1 | 5 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 2 | 2 | 9 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 28 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 9 | 6 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 5 | 4 | 3 | 1 | 0 | 1 | 26 | 0 | 0 | 0 | 0 | 3 | 8 | 16 | 14 | 10 | 3 | 1 | 0 | 1 | 56 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 7 | 13 | 15 | 6 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 1 | 5 | 8 | 14 | 13 | 3 | 1 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 1 | 7 | 15 | 27 | 28 | 9 | 1 | 0 | 0 | 0 | 88 |
| 8:00 | 0 | 0 | 0 | 1 | 4 | 8 | 20 | 20 | 2 | 1 | 2 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 5 | 15 | 11 | 5 | 4 | 1 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 1 | 9 | 23 | 31 | 25 | 6 | 2 | 2 | 0 | 0 | 99 |
| 9:00 | 0 | 0 | 0 | 1 | 8 | 4 | 10 | 10 | 3 | 1 | 0 | 1 | 0 | 38 | 0 | 0 | 0 | 3 | 3 | 5 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 4 | 11 | 9 | 15 | 15 | 5 | 1 | 0 | 1 | 0 | 61 |
| 10:00 | 1 | 0 | 0 | 2 | 1 | 2 | 3 | 4 | 4 | 2 | 0 | 1 | 0 | 20 | 0 | 0 | 0 | 1 | 4 | 13 | 12 | 6 | 2 | 0 | 0 | 1 | 0 | 39 | 1 | 0 | 0 | 3 | 5 | 15 | 15 | 10 | 6 | 2 | 0 | 2 | 0 | 59 |
| 11:00 | 1 | 0 | 1 | 0 | 2 | 11 | 13 | 7 | 7 | 2 | 1 | 0 | 0 | 45 | 0 | 1 | 1 | 1 | 7 | 10 | 20 | 10 | 4 | 1 | 1 | 0 | 0 | 56 | 1 | 1 | 2 | 1 | 9 | 21 | 33 | 17 | 11 | 3 | 2 | 0 | 0 | 101 |
| 12:00 | 0 | 0 | 1 | 1 | 4 | 4 | 22 | 11 | 7 | 4 | 2 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 8 | 35 | 24 | 14 | 1 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 1 | 1 | 12 | 39 | 46 | 25 | 8 | 4 | 2 | 0 | 0 | 138 |
| 13:00 | 0 | 1 | 0 | 1 | 5 | 15 | 13 | 7 | 0 | 1 | 0 | 0 | 0 | 43 | 1 | 1 | 0 | 2 | 9 | 19 | 19 | 11 | 3 | 0 | 0 | 0 | 1 | 66 | 1 | 2 | 0 | 3 | 14 | 34 | 32 | 18 | 3 | 1 | 0 | 0 | 1 | 109 |
| 14:00 | 0 | 0 | 0 | 4 | 7 | 6 | 6 | 8 | 5 | 1 | 2 | 1 | 0 | 40 | 0 | 0 | 0 | 2 | 4 | 15 | 14 | 9 | 6 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 6 | 11 | 21 | 20 | 17 | 11 | 1 | 2 | 1 | 0 | 90 |
| 15:00 | 0 | 0 | 0 | 2 | 8 | 3 | 4 | 9 | 2 | 0 | 0 | 1 | 0 | 29 | 0 | 1 | 0 | 3 | 10 | 12 | 16 | 11 | 6 | 0 | 0 | 1 | 0 | 60 | 0 | 1 | 0 | 5 | 18 | 15 | 20 | 20 | 8 | 0 | 0 | 2 | 0 | 89 |
| 16:00 | 1 | 0 | 0 | 0 | 2 | 11 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 1 | 3 | 9 | 21 | 19 | 16 | 4 | 0 | 0 | 0 | 0 | 73 | 1 | 0 | 1 | 3 | 11 | 32 | 30 | 22 | 7 | 0 | 0 | 0 | 0 | 107 |
| 17:00 | 1 | 0 | 1 | 1 | 5 | 6 | 10 | 3 | 2 | 1 | 1 | 0 | 0 | 31 | 0 | 1 | 0 | 1 | 5 | 14 | 30 | 11 | 7 | 0 | 0 | 0 | 0 | 69 | 1 | 1 | 1 | 2 | 10 | 20 | 40 | 14 | 9 | 1 | 1 | 0 | 0 | 100 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 9 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 3 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 5 | 18 | 15 | 7 | 2 | 1 | 0 | 0 | 0 | 49 |
| 19:00 | 1 | 0 | 1 | 0 | 5 | 2 | 7 | 1 | 4 | 1 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 4 | 6 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 20 | 1 | 0 | 1 | 0 | 9 | 8 | 13 | 3 | 5 | 2 | 1 | 0 | 0 | 43 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 6 | 3 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 8 |
| Totals | 5 | 1 | 5 | 16 | 69 | 113 | 162 | 122 | 59 | 15 | 10 | 4 | 0 | 581 | 1 | 4 | 2 | 18 | 86 | 201 | 218 | 128 | 52 | 9 | 3 | 2 | 4 | 728 | 6 | 5 | 7 | 34 | 155 | 314 | 380 | 250 | 111 | 24 | 13 | 6 | 4 | 1,309 |
| % of Totals | 1% | 0% | 1% | 3% | 12% | 19% | 28% | 21% | 10% | 3% | 2% | 1% | | 100% | 0% | 1% | 0% | 2% | 12% | 28% | 30% | 18% | 7% | 1% | 0% | 0% | 1% | 100% | 0% | 0% | 1% | 3% | 12% | 24% | 29% | 19% | 8% | 2% | 1% | 0% | 0% | 100% |

### STATISTICS

| Period | | EB 5-15 | EB 15-20 | EB 20-25 | EB 25-30 | EB 30-35 | EB 35-40 | EB 40-45 | EB 45-50 | EB 50-55 | EB 55-60 | EB 60-65 | EB 65-70 | EB 70-99 | EB Total | WB 5-15 | WB 15-20 | WB 20-25 | WB 25-30 | WB 30-35 | WB 35-40 | WB 40-45 | WB 45-50 | WB 50-55 | WB 55-60 | WB 60-65 | WB 65-70 | WB 70-99 | WB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 2 | 0 | 2 | 5 | 22 | 47 | 78 | 70 | 32 | 6 | 3 | 2 | 0 | 269 | 0 | 1 | 1 | 7 | 30 | 63 | 72 | 46 | 24 | 7 | 3 | 1 | 3 | 258 | 2 | 1 | 3 | 12 | 52 | 110 | 150 | 116 | 56 | 13 | 6 | 3 | 3 | 527 |
| | % | 0% | 0% | 0% | 1% | 4% | 8% | 13% | 12% | 6% | 1% | 1% | 0% | 0% | 46% | 0% | 0% | 0% | 1% | 5% | 11% | 12% | 8% | 4% | 1% | 1% | 0% | 1% | 44% | 0% | 0% | 1% | 2% | 9% | 19% | 26% | 20% | 10% | 2% | 1% | 1% | 1% | 91% |
| | Peak Hour | 9:30 | 0:00 | 11:30 | 9:30 | 9:00 | 11:15 | 7:45 | 7:45 | 11:30 | 9:30 | 8:00 | 8:45 | 0:00 | 7:45 | 0:00 | 10:15 | 10:30 | 8:30 | 11:45 | 11:45 | 11:15 | 11:45 | 7:45 | 6:00 | 3:45 | 10:00 | 3:45 | 11:45 | 9:30 | 10:15 | 10:45 | 8:30 | 7:45 | 11:45 | 11:30 | 7:30 | 11:30 | 6:00 | 11:15 | 10:00 | 3:45 | 11:45 |
| | Peak Volume | 1 | 0 | 2 | 2 | 8 | 14 | 24 | 21 | 11 | 3 | 2 | 1 | 0 | 62 | 0 | 1 | 1 | 3 | 9 | 26 | 26 | 16 | 6 | 3 | 1 | 1 | 2 | 74 | 1 | 1 | 2 | 4 | 11 | 35 | 44 | 30 | 14 | 3 | 3 | 2 | 2 | 129 |
| 12:00 - 24:00 | | 3 | 1 | 3 | 11 | 47 | 66 | 84 | 52 | 27 | 9 | 7 | 2 | 0 | 312 | 1 | 3 | 1 | 11 | 56 | 138 | 146 | 82 | 28 | 2 | 0 | 1 | 1 | 470 | 4 | 4 | 4 | 22 | 103 | 204 | 230 | 134 | 55 | 11 | 7 | 3 | 1 | 782 |
| | % | 1% | 0% | 1% | 2% | 8% | 11% | 14% | 9% | 5% | 2% | 1% | 0% | 0% | 54% | 0% | 1% | 0% | 2% | 10% | 24% | 25% | 14% | 5% | 0% | 0% | 0% | 0% | 81% | 1% | 1% | 1% | 4% | 18% | 35% | 40% | 23% | 9% | 2% | 1% | 1% | 0% | 135% |
| | Peak Hour | 15:30 | 12:30 | 12:00 | 14:00 | 15:00 | 13:00 | 12:15 | 12:15 | 12:00 | 12:00 | 12:00 | 13:15 | 12:00 | 12:15 | 13:00 | 12:15 | 16:00 | 14:45 | 15:45 | 12:00 | 17:00 | 15:45 | 14:15 | 18:15 | 12:00 | 14:45 | 12:45 | 12:00 | 13:00 | 12:30 | 16:15 | 14:30 | 15:15 | 12:30 | 12:00 | 12:15 | 14:15 | 12:00 | 12:00 | 14:45 | 12:45 | 12:00 |
| | Peak Volume | 1 | 1 | 1 | 4 | 8 | 15 | 24 | 14 | 7 | 4 | 2 | 1 | 0 | 59 | 1 | 1 | 1 | 4 | 13 | 35 | 30 | 18 | 9 | 1 | 0 | 1 | 1 | 82 | 1 | 2 | 2 | 7 | 19 | 46 | 46 | 29 | 13 | 4 | 2 | 2 | 1 | 138 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 1 | 6 | 15 | 33 | 35 | 8 | 1 | 2 | 0 | 0 | 101 | 0 | 0 | 0 | 1 | 10 | 23 | 25 | 18 | 7 | 2 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 2 | 16 | 38 | 58 | 53 | 15 | 3 | 2 | 0 | 0 | 187 |
| | % | 0% | 0% | 0% | 0% | 1% | 3% | 6% | 6% | 1% | 0% | 0% | 0% | 0% | 17% | 0% | 0% | 0% | 0% | 2% | 4% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 3% | 7% | 10% | 9% | 3% | 1% | 0% | 0% | 0% | 32% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:30 | 7:15 | 7:45 | 7:45 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 8:00 | 7:45 | 7:30 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 0 | 0 | 1 | 4 | 9 | 24 | 21 | 6 | 1 | 2 | 0 | 0 | 62 | 0 | 0 | 0 | 1 | 7 | 15 | 14 | 13 | 6 | 2 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 2 | 11 | 23 | 35 | 30 | 9 | 2 | 2 | 0 | 0 | 106 |
| 16:00 - 18:00 | | 2 | 0 | 1 | 1 | 7 | 17 | 21 | 9 | 5 | 1 | 1 | 0 | 0 | 65 | 0 | 1 | 1 | 4 | 14 | 35 | 49 | 27 | 11 | 0 | 0 | 0 | 0 | 142 | 2 | 1 | 2 | 5 | 21 | 52 | 70 | 36 | 16 | 1 | 1 | 0 | 0 | 207 |
| | % | 0% | 0% | 0% | 0% | 1% | 3% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 11% | 0% | 0% | 0% | 1% | 2% | 6% | 8% | 5% | 2% | 0% | 0% | 0% | 0% | 24% | 0% | 0% | 0% | 1% | 4% | 9% | 12% | 6% | 3% | 0% | 0% | 0% | 0% | 36% |
| | Peak Hour | 16:00 | 16:00 | 16:15 | 16:15 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 | 16:15 | 16:00 | 16:30 | 16:00 | 17:00 | 16:00 | 16:30 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 0 | 1 | 1 | 5 | 11 | 11 | 6 | 3 | 1 | 1 | 0 | 0 | 34 | 0 | 1 | 1 | 3 | 10 | 21 | 30 | 16 | 9 | 0 | 0 | 0 | 0 | 74 | 1 | 1 | 2 | 3 | 13 | 32 | 40 | 22 | 10 | 1 | 1 | 0 | 0 | 107 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 34 | 43 | 42 | 50 | 55 | 581 |
| WESTBOUND | 35 | 41 | 41 | 48 | 53 | 728 |
| TOTALS | 35 | 42 | 42 | 49 | 54 | 1309 |

### 15-MINUTE BREAKDOWN

| Time | EB 5-15 | EB 15-20 | EB 20-25 | EB 25-30 | EB 30-35 | EB 35-40 | EB 40-45 | EB 45-50 | EB 50-55 | EB 55-60 | EB 60-65 | EB 65-70 | EB 70-99 | EB Total | WB 5-15 | WB 15-20 | WB 20-25 | WB 25-30 | WB 30-35 | WB 35-40 | WB 40-45 | WB 45-50 | WB 50-55 | WB 55-60 | WB 60-65 | WB 65-70 | WB 70-99 | WB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 0 | 1 | 0 | 0 | 14 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 3 | 2 | 0 | 0 | 1 | 17 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 8 | 4 | 0 | 0 | 0 | 0 | 23 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 19 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 4 | 3 | 10 | 9 | 3 | 1 | 0 | 0 | 0 | 30 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 6 | 2 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 6 | 5 | 8 | 2 | 0 | 1 | 0 | 0 | 25 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 2 | 7 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 29 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 3 | 10 | 3 | 2 | 1 | 0 | 0 | 0 | 22 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 0 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 6 | 0 | 1 | 1 | 0 | 0 | 23 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 3 | 5 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 14 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 0 | 1 | 0 | 1 | 0 | 16 |
| 9:45 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 12 |
| 10:15 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 2 | 6 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 19 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 12 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 3 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 17 |
| 11:15 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 2 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 1 | 1 | 4 | 4 | 8 | 5 | 4 | 1 | 1 | 0 | 0 | 30 |
| 11:30 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 6 | 12 | 4 | 4 | 0 | 1 | 0 | 0 | 28 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 4 | 8 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 3 | 2 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 8 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 2 | 11 | 13 | 4 | 3 | 2 | 1 | 0 | 0 | 36 |
| 12:15 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 3 | 4 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 2 | 5 | 13 | 8 | 5 | 0 | 0 | 0 | 0 | 34 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 10 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 3 | 11 | 9 | 9 | 0 | 0 | 1 | 0 | 0 | 33 |
| 12:45 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 3 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 5 | 12 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 35 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 7 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 3 | 11 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 33 |
| 13:15 | 0 | 1 | 0 | 0 | 1 | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 1 | 4 | 12 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 28 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 3 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 2 | 4 | 6 | 11 | 4 | 1 | 0 | 0 | 0 | 1 | 29 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 3 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 4 | 10 | 8 | 3 | 1 | 0 | 1 | 1 | 0 | 29 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 3 | 5 | 6 | 7 | 4 | 1 | 0 | 0 | 0 | 28 |
| 14:45 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 1 | 4 | 3 | 4 | 2 | 0 | 1 | 0 | 0 | 18 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 14 |
| 15:15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 1 | 0 | 1 | 4 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 2 | 5 | 6 | 3 | 3 | 2 | 0 | 0 | 1 | 0 | 23 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 1 | 1 | 8 | 3 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 2 | 2 | 2 | 9 | 5 | 1 | 0 | 0 | 1 | 0 | 22 |
| 15:45 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 9 | 4 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 6 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 1 | 3 | 7 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 36 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 1 | 2 | 10 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 5 | 7 | 6 | 7 | 4 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 1 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 1 | 1 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 1 | 1 | 0 | 5 | 13 | 5 | 2 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 4 | 4 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 7 | 6 | 7 | 3 | 4 | 1 | 0 | 0 | 0 | 29 |
| 17:30 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 3 | 13 | 3 | 1 | 0 | 1 | 0 | 0 | 23 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 2 | 6 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 1 | 1 | 1 | 1 | 0 | 0 | 16 |
| 19:15 | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 1 | 5 | 16 | 69 | 113 | 162 | 122 | 59 | 15 | 10 | 4 | 0 | 581 | 1 | 4 | 2 | 18 | 86 | 201 | 218 | 128 | 52 | 9 | 3 | 2 | 4 | 728 | 6 | 5 | 7 | 34 | 155 | 314 | 380 | 250 | 111 | 24 | 13 | 6 | 4 | 1,309 |
| % of Totals | 1% | 0% | 1% | 3% | 12% | 19% | 28% | 21% | 10% | 3% | 2% | 1% | 0% | 100% | 0% | 1% | 0% | 2% | 12% | 28% | 30% | 18% | 7% | 1% | 0% | 0% | 1% | 100% | 0% | 0% | 1% | 3% | 12% | 24% | 29% | 19% | 8% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 581 | 728 | 1,309 | |

### 15-Minutes Interval

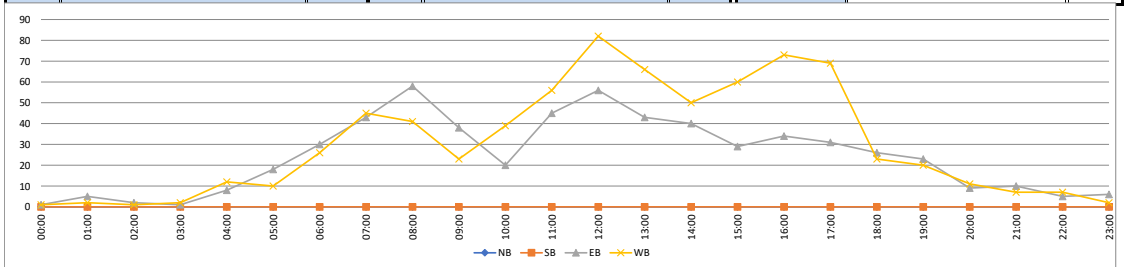
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 13 | 23 | 36 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 18 | 16 | 34 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 12 | 21 | 33 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 13 | 22 | 35 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 16 | 17 | 33 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 13 | 15 | 28 |
| 1:30 | | | 3 | 1 | 4 | 13:30 | | | 8 | 21 | 29 |
| 1:45 | | | 2 | 0 | 2 | 13:45 | | | 6 | 13 | 19 |
| 2:00 | | | 2 | 0 | 2 | 14:00 | | | 13 | 16 | 29 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 4 | 11 | 15 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 14 | 14 | 28 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 9 | 9 | 18 |
| 3:00 | | | 1 | 0 | 1 | 15:00 | | | 4 | 10 | 14 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 7 | 16 | 23 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 6 | 16 | 22 |
| 3:45 | | | 0 | 2 | 2 | 15:45 | | | 12 | 18 | 30 |
| 4:00 | | | 2 | 1 | 3 | 16:00 | | | 8 | 28 | 36 |
| 4:15 | | | 2 | 1 | 3 | 16:15 | | | 8 | 16 | 24 |
| 4:30 | | | 2 | 4 | 6 | 16:30 | | | 12 | 17 | 29 |
| 4:45 | | | 2 | 6 | 8 | 16:45 | | | 6 | 12 | 18 |
| 5:00 | | | 2 | 2 | 4 | 17:00 | | | 4 | 23 | 27 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 7 | 22 | 29 |
| 5:30 | | | 5 | 3 | 8 | 17:30 | | | 11 | 12 | 23 |
| 5:45 | | | 8 | 2 | 10 | 17:45 | | | 9 | 12 | 21 |
| 6:00 | | | 8 | 6 | 14 | 18:00 | | | 3 | 7 | 10 |
| 6:15 | | | 8 | 4 | 12 | 18:15 | | | 6 | 7 | 13 |
| 6:30 | | | 7 | 10 | 17 | 18:30 | | | 11 | 3 | 14 |
| 6:45 | | | 7 | 6 | 13 | 18:45 | | | 6 | 6 | 12 |
| 7:00 | | | 10 | 13 | 23 | 19:00 | | | 7 | 9 | 16 |
| 7:15 | | | 8 | 8 | 16 | 19:15 | | | 10 | 2 | 12 |
| 7:30 | | | 11 | 8 | 19 | 19:30 | | | 4 | 8 | 12 |
| 7:45 | | | 14 | 16 | 30 | 19:45 | | | 2 | 1 | 3 |
| 8:00 | | | 17 | 8 | 25 | 20:00 | | | 0 | 4 | 4 |
| 8:15 | | | 15 | 14 | 29 | 20:15 | | | 3 | 2 | 5 |
| 8:30 | | | 16 | 6 | 22 | 20:30 | | | 2 | 3 | 5 |
| 8:45 | | | 10 | 13 | 23 | 20:45 | | | 4 | 2 | 6 |
| 9:00 | | | 10 | 9 | 19 | 21:00 | | | 4 | 0 | 4 |
| 9:15 | | | 10 | 4 | 14 | 21:15 | | | 3 | 2 | 5 |
| 9:30 | | | 11 | 5 | 16 | 21:30 | | | 0 | 2 | 2 |
| 9:45 | | | 7 | 5 | 12 | 21:45 | | | 3 | 3 | 6 |
| 10:00 | | | 4 | 8 | 12 | 22:00 | | | 2 | 2 | 4 |
| 10:15 | | | 8 | 11 | 19 | 22:15 | | | 3 | 2 | 5 |
| 10:30 | | | 4 | 12 | 16 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 4 | 8 | 12 | 22:45 | | | 0 | 3 | 3 |
| 11:00 | | | 6 | 11 | 17 | 23:00 | | | 3 | 0 | 3 |
| 11:15 | | | 13 | 17 | 30 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 14 | 14 | 28 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 12 | 14 | 26 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 269 | 258 | 527 | TOTALS | 0 | 0 | 312 | 470 | 782 |
| SPLIT % | 0% | 0% | 51% | 49% | 40% | SPLIT % | 0% | 0% | 40% | 60% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 5 | 2 | 7 |
| 02:00 | 03:00 | | | 2 | 1 | 3 |
| 03:00 | 04:00 | | | 1 | 2 | 3 |
| 04:00 | 05:00 | | | 8 | 12 | 20 |
| 05:00 | 06:00 | | | 18 | 10 | 28 |
| 06:00 | 07:00 | | | 30 | 26 | 56 |
| 07:00 | 08:00 | | | 43 | 45 | 88 |
| 08:00 | 09:00 | | | 58 | 41 | 99 |
| 09:00 | 10:00 | | | 38 | 23 | 61 |
| 10:00 | 11:00 | | | 20 | 39 | 59 |
| 11:00 | 12:00 | | | 45 | 56 | 101 |
| 12:00 | 13:00 | | | 56 | 82 | 138 |
| 13:00 | 14:00 | | | 43 | 66 | 109 |
| 14:00 | 15:00 | | | 40 | 50 | 90 |
| 15:00 | 16:00 | | | 29 | 60 | 89 |
| 16:00 | 17:00 | | | 34 | 73 | 107 |
| 17:00 | 18:00 | | | 31 | 69 | 100 |
| 18:00 | 19:00 | | | 26 | 23 | 49 |
| 19:00 | 20:00 | | | 23 | 20 | 43 |
| 20:00 | 21:00 | | | 9 | 11 | 20 |
| 21:00 | 22:00 | | | 10 | 7 | 17 |
| 22:00 | 23:00 | | | 5 | 7 | 12 |
| 23:00 | 00:00 | | | 6 | 2 | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 269 | 258 | 527 |
| Peak Hour | | | 7:45 | 11:00 | 7:45 |
| Peak Volume | | | 62 | 56 | 106 |
| Peak Hour Factor | | | 0.912 | 0.824 | 0.883 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 312 | 470 | 782 |
| Peak Hour | | | 12:15 | 12:00 | 12:00 |
| Peak Volume | | | 59 | 82 | 138 |
| Peak Hour Factor | | | 0.819 | 0.891 | 0.958 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 101 | 86 | 187 |
| Peak Hour | | | 7:45 | 7:30 | 7:45 |
| Peak Volume | | | 62 | 46 | 106 |
| Peak Hour Factor | | | 0.912 | 0.719 | 0.883 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 65 | 142 | 207 |
| Peak Hour | | | 16:00 | 16:30 | 16:00 |
| Peak Volume | | | 34 | 74 | 107 |
| Peak Hour Factor | | | 0.708 | 0.804 | 0.743 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_002

HOURLY BREAKDOWN

| Time | EASTBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | WESTBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 3 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 1 | 0 | 3 | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 3 | 8 | 5 | 8 | 5 | 1 | 1 | 0 | 0 | 31 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 7 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 5 | 10 | 8 | 4 | 2 | 4 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 0 | 3 | 6 | 13 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 1 | 0 | 3 | 10 | 22 | 21 | 5 | 2 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 1 | 0 | 1 | 2 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 3 | 4 | 6 | 8 | 6 | 1 | 1 | 1 | 0 | 0 | 31 | 0 | 2 | 0 | 4 | 6 | 7 | 11 | 7 | 2 | 2 | 1 | 0 | 0 | 42 |
| 12:00 | 1 | 0 | 0 | 2 | 4 | 2 | 2 | 3 | 5 | 1 | 1 | 0 | 0 | 21 | 0 | 3 | 1 | 1 | 6 | 5 | 5 | 1 | 8 | 1 | 0 | 0 | 0 | 31 | 1 | 3 | 1 | 3 | 10 | 7 | 7 | 4 | 13 | 2 | 1 | 0 | 0 | 52 |
| 13:00 | 3 | 0 | 0 | 0 | 2 | 4 | 7 | 4 | 3 | 2 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 1 | 1 | 14 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 28 | 3 | 0 | 1 | 1 | 3 | 18 | 10 | 10 | 4 | 3 | 0 | 0 | 0 | 53 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 1 | 2 | 3 | 0 | 1 | 0 | 22 | 0 | 0 | 1 | 2 | 2 | 6 | 5 | 8 | 3 | 2 | 0 | 0 | 0 | 29 | 0 | 0 | 1 | 2 | 4 | 15 | 9 | 9 | 5 | 5 | 0 | 1 | 0 | 51 |
| 15:00 | 1 | 1 | 1 | 1 | 1 | 10 | 6 | 4 | 0 | 2 | 1 | 0 | 0 | 28 | 0 | 0 | 1 | 2 | 7 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 1 | 2 | 3 | 8 | 14 | 12 | 7 | 0 | 2 | 1 | 0 | 0 | 51 |
| 16:00 | 0 | 1 | 3 | 5 | 3 | 4 | 4 | 5 | 2 | 2 | 3 | 2 | 0 | 34 | 1 | 3 | 0 | 2 | 5 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 25 | 1 | 4 | 3 | 7 | 8 | 10 | 9 | 7 | 3 | 2 | 3 | 2 | 0 | 59 |
| 17:00 | 0 | 0 | 1 | 3 | 2 | 11 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 0 | 2 | 0 | 3 | 4 | 3 | 4 | 1 | 1 | 0 | 0 | 19 | 0 | 1 | 1 | 5 | 2 | 14 | 10 | 7 | 6 | 1 | 1 | 0 | 0 | 48 |
| 18:00 | 0 | 0 | 0 | 1 | 4 | 2 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 1 | 6 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 2 | 5 | 8 | 9 | 10 | 2 | 1 | 1 | 0 | 0 | 38 |
| 19:00 | 0 | 0 | 0 | 1 | 7 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 6 | 5 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 7 | 12 | 5 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 0 | 0 | 18 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 2 | 2 | 6 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 5 | 4 | 6 | 17 | 41 | 68 | 63 | 42 | 26 | 17 | 8 | 3 | 0 | 300 | 1 | 10 | 9 | 26 | 50 | 92 | 77 | 51 | 29 | 9 | 6 | 0 | 0 | 360 | 6 | 14 | 15 | 43 | 91 | 160 | 140 | 93 | 55 | 26 | 14 | 3 | 0 | 660 |
| % of Totals | 2% | 1% | 2% | 6% | 14% | 23% | 21% | 14% | 9% | 6% | 3% | 1% | | 100% | 0% | 3% | 3% | 7% | 14% | 26% | 21% | 14% | 8% | 3% | 2% | | | 100% | 1% | 2% | 2% | 7% | 14% | 24% | 21% | 14% | 8% | 4% | 2% | 0% | | 100% |

STATISTICS

| | EB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | WB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOT 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 2 | 0 | 2 | 11 | 19 | 18 | 14 | 10 | 4 | 1 | 0 | 0 | 81 | 0 | 3 | 3 | 8 | 20 | 38 | 34 | 20 | 8 | 3 | 2 | 0 | 0 | 139 | 0 | 5 | 3 | 10 | 31 | 57 | 52 | 34 | 18 | 7 | 3 | 0 | 0 | 220 |
| % | 0% | 1% | 0% | 1% | 4% | 6% | 6% | 5% | 3% | 1% | 0% | 0% | 0% | 27% | 0% | 1% | 1% | 3% | 7% | 13% | 11% | 7% | 3% | 1% | 1% | 0% | 0% | 46% | 0% | 2% | 1% | 3% | 10% | 19% | 17% | 11% | 6% | 2% | 1% | 0% | 0% | 73% |
| Peak Hour | 0:00 | 4:15 | 0:00 | 5:15 | 9:45 | 10:00 | 10:15 | 9:15 | 11:45 | 9:00 | 7:30 | 0:00 | 0:00 | 10:00 | 0:00 | 11:45 | 3:00 | 9:45 | 9:45 | 10:00 | 10:00 | 11:00 | 11:45 | 9:00 | 0:00 | 0:00 | 0:00 | 10:00 | 0:00 | 11:45 | 3:00 | 11:00 | 9:45 | 10:00 | 10:00 | 8:00 | 11:45 | 9:00 | 0:00 | 0:00 | 0:00 | 10:00 |
| Peak Volume | 0 | 1 | 0 | 1 | 4 | 9 | 8 | 4 | 5 | 2 | 1 | 0 | 0 | 24 | 0 | 2 | 2 | 3 | 7 | 13 | 14 | 6 | 7 | 2 | 1 | 0 | 0 | 40 | 0 | 3 | 2 | 4 | 11 | 22 | 21 | 8 | 12 | 4 | 1 | 0 | 0 | 64 |
| 12:00 - 24:00 | 5 | 2 | 6 | 15 | 30 | 49 | 45 | 28 | 16 | 13 | 7 | 3 | 0 | 219 | 1 | 7 | 6 | 18 | 30 | 54 | 43 | 31 | 21 | 6 | 4 | 0 | 0 | 221 | 6 | 9 | 12 | 33 | 60 | 103 | 88 | 59 | 37 | 19 | 11 | 3 | 0 | 440 |
| % | 2% | 1% | 2% | 5% | 10% | 16% | 15% | 9% | 5% | 4% | 2% | 1% | 0% | 73% | 0% | 2% | 2% | 6% | 10% | 18% | 14% | 10% | 7% | 2% | 1% | 0% | 0% | 74% | 2% | 3% | 4% | 11% | 20% | 34% | 29% | 20% | 12% | 6% | 4% | 1% | 0% | 147% |
| Peak Hour | 12:45 | 15:15 | 15:45 | 15:45 | 19:00 | 17:00 | 12:30 | 16:30 | 12:00 | 14:30 | 16:00 | 16:00 | 12:00 | 16:30 | 16:00 | 12:00 | 12:30 | 18:45 | 15:00 | 13:00 | 15:45 | 13:30 | 12:00 | 13:30 | 17:15 | 12:00 | 12:00 | 13:30 | 12:45 | 15:30 | 15:45 | 18:45 | 19:00 | 13:00 | 16:15 | 13:30 | 12:00 | 14:00 | 16:30 | 16:00 | 12:00 | 16:30 |
| Peak Volume | 4 | 2 | 4 | 5 | 7 | 11 | 7 | 7 | 5 | 4 | 3 | 2 | 0 | 37 | 1 | 3 | 2 | 7 | 7 | 14 | 8 | 11 | 8 | 2 | 2 | 0 | 0 | 33 | 4 | 4 | 4 | 9 | 12 | 18 | 14 | 14 | 13 | 5 | 4 | 2 | 0 | 63 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 5 | 3 | 1 | 1 | 0 | 0 | 16 | 0 | 1 | 1 | 0 | 5 | 10 | 5 | 7 | 4 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 1 | 0 | 6 | 11 | 9 | 12 | 7 | 1 | 1 | 0 | 0 | 49 |
| % | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 0% | 2% | 3% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 11% | 0% | 0% | 0% | 0% | 2% | 4% | 3% | 4% | 2% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 8:00 | 7:15 | 8:00 | 7:15 | 7:30 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 8:00 | 8:00 | 8:00 | 8:00 | 7:15 | 7:30 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 12 | 0 | 1 | 1 | 0 | 4 | 8 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 1 | 0 | 5 | 8 | 5 | 8 | 5 | 1 | 1 | 0 | 0 | 31 |
| 16:00 - 18:00 | 0 | 1 | 4 | 8 | 5 | 15 | 10 | 9 | 4 | 2 | 3 | 2 | 0 | 63 | 1 | 4 | 0 | 4 | 5 | 9 | 9 | 5 | 5 | 1 | 1 | 0 | 0 | 44 | 1 | 5 | 4 | 12 | 10 | 24 | 19 | 14 | 9 | 3 | 4 | 2 | 0 | 107 |
| % | 0% | 0% | 1% | 3% | 2% | 5% | 3% | 3% | 1% | 1% | 1% | 1% | 0% | 21% | 0% | 1% | 0% | 1% | 2% | 3% | 3% | 2% | 2% | 0% | 0% | 0% | 0% | 15% | 0% | 2% | 1% | 4% | 3% | 8% | 6% | 5% | 3% | 1% | 1% | 1% | 0% | 36% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 17:00 | 16:30 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 17:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 17:00 | 16:15 | 16:30 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 4 | 5 | 3 | 11 | 7 | 7 | 4 | 2 | 3 | 2 | 0 | 37 | 1 | 3 | 0 | 2 | 5 | 6 | 8 | 4 | 4 | 1 | 1 | 0 | 0 | 26 | 1 | 4 | 4 | 7 | 8 | 14 | 14 | 11 | 6 | 2 | 4 | 2 | 0 | 63 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 32 | 41 | 41 | 52 | 59 | 300 |
| WESTBOUND | 31 | 40 | 40 | 49 | 54 | 360 |
| TOTALS | 31 | 40 | 40 | 50 | 57 | 660 |

15-MINUTE BREAKDOWN

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 8 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 2 | 1 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 4 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 9 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 5 | 4 | 1 | 0 | 1 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 4 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 3 | 5 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 1 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 1 | 2 | 5 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 1 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 2 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 12 |
| 13:30 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 1 | 1 | 6 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 9 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 1 | 1 | 1 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 1 | 0 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 3 | 3 | 1 | 3 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 3 | 3 | 2 | 7 | 7 | 4 | 1 | 1 | 0 | 1 | 0 | 29 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 3 | 1 | 0 | 9 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 1 | 0 | 3 | 1 | 0 | 14 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 2 | 2 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 9 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 1 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 5 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 8 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 4 | 6 | 17 | 41 | 68 | 63 | 42 | 26 | 17 | 8 | 3 | 0 | 300 | 1 | 10 | 9 | 26 | 50 | 92 | 77 | 51 | 29 | 9 | 6 | 0 | 0 | 360 | 6 | 14 | 15 | 43 | 91 | 160 | 140 | 93 | 55 | 26 | 14 | 3 | 0 | 660 |
| % of Totals | 2% | 1% | 2% | 6% | 14% | 23% | 21% | 14% | 9% | 6% | 3% | 1% | 0% | 100% | 0% | 3% | 3% | 7% | 14% | 26% | 21% | 14% | 8% | 3% | 2% | 0% | 0% | 100% | 1% | 2% | 2% | 7% | 14% | 24% | 21% | 14% | 8% | 4% | 2% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 300 | 360 | 660 | |

### 15-Minutes Interval

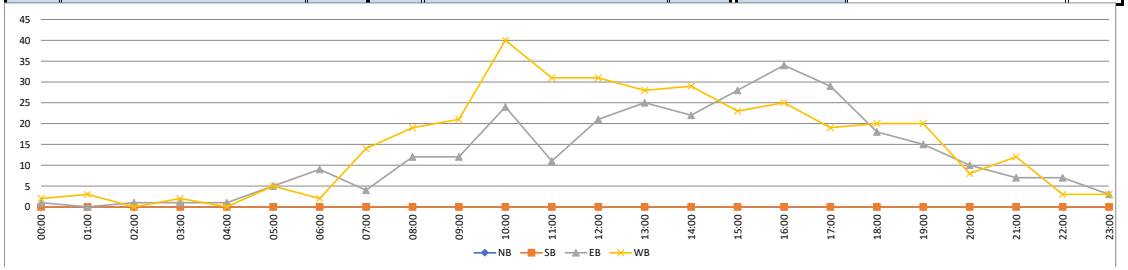
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 2 | 9 | 11 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 7 | 4 | 11 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 6 | 8 | 14 |
| 0:45 | | | 1 | 1 | 2 | 12:45 | | | 6 | 10 | 16 |
| 1:00 | | | 0 | 3 | 3 | 13:00 | | | 9 | 6 | 15 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 6 | 6 | 12 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 6 | 12 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 4 | 10 | 14 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 6 | 6 | 12 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 11 | 17 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 8 | 5 | 13 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 2 | 7 | 9 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 5 | 4 | 9 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 9 | 6 | 15 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 4 | 8 | 12 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 10 | 5 | 15 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 6 | 5 | 11 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 2 | 3 | 5 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 17 | 12 | 29 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 9 | 5 | 14 |
| 5:00 | | | 1 | 0 | 1 | 17:00 | | | 6 | 6 | 12 |
| 5:15 | | | 0 | 2 | 2 | 17:15 | | | 5 | 3 | 8 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 9 | 6 | 15 |
| 5:45 | | | 4 | 2 | 6 | 17:45 | | | 9 | 4 | 13 |
| 6:00 | | | 2 | 0 | 2 | 18:00 | | | 2 | 7 | 9 |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 3 | 5 | 8 |
| 6:30 | | | 2 | 2 | 4 | 18:30 | | | 5 | 1 | 6 |
| 6:45 | | | 5 | 0 | 5 | 18:45 | | | 8 | 7 | 15 |
| 7:00 | | | 0 | 4 | 4 | 19:00 | | | 1 | 6 | 7 |
| 7:15 | | | 1 | 3 | 4 | 19:15 | | | 3 | 6 | 9 |
| 7:30 | | | 2 | 4 | 6 | 19:30 | | | 9 | 6 | 15 |
| 7:45 | | | 1 | 3 | 4 | 19:45 | | | 2 | 2 | 4 |
| 8:00 | | | 2 | 6 | 8 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 4 | 4 | 8 | 20:15 | | | 6 | 2 | 8 |
| 8:30 | | | 4 | 4 | 8 | 20:30 | | | 2 | 0 | 2 |
| 8:45 | | | 2 | 5 | 7 | 20:45 | | | 1 | 3 | 4 |
| 9:00 | | | 0 | 2 | 2 | 21:00 | | | 2 | 3 | 5 |
| 9:15 | | | 3 | 5 | 8 | 21:15 | | | 2 | 7 | 9 |
| 9:30 | | | 3 | 8 | 11 | 21:30 | | | 0 | 0 | 0 |
| 9:45 | | | 6 | 6 | 12 | 21:45 | | | 3 | 2 | 5 |
| 10:00 | | | 5 | 12 | 17 | 22:00 | | | 3 | 2 | 5 |
| 10:15 | | | 3 | 7 | 10 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 6 | 9 | 15 | 22:30 | | | 2 | 0 | 2 |
| 10:45 | | | 10 | 12 | 22 | 22:45 | | | 2 | 1 | 3 |
| 11:00 | | | 4 | 10 | 14 | 23:00 | | | 3 | 0 | 3 |
| 11:15 | | | 3 | 4 | 7 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 0 | 2 | 2 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 4 | 15 | 19 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 81 | 139 | 220 | TOTALS | 0 | 0 | 219 | 221 | 440 |
| SPLIT % | 0% | 0% | 37% | 63% | 33% | SPLIT % | 0% | 0% | 50% | 50% | 67% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 2 | 3 |
| 01:00 | 02:00 | | | 0 | 3 | 3 |
| 02:00 | 03:00 | | | 1 | 0 | 1 |
| 03:00 | 04:00 | | | 1 | 2 | 3 |
| 04:00 | 05:00 | | | 1 | 0 | 1 |
| 05:00 | 06:00 | | | 5 | 5 | 10 |
| 06:00 | 07:00 | | | 9 | 2 | 11 |
| 07:00 | 08:00 | | | 4 | 14 | 18 |
| 08:00 | 09:00 | | | 12 | 19 | 31 |
| 09:00 | 10:00 | | | 12 | 21 | 33 |
| 10:00 | 11:00 | | | 24 | 40 | 64 |
| 11:00 | 12:00 | | | 11 | 31 | 42 |
| 12:00 | 13:00 | | | 21 | 31 | 52 |
| 13:00 | 14:00 | | | 25 | 28 | 53 |
| 14:00 | 15:00 | | | 22 | 29 | 51 |
| 15:00 | 16:00 | | | 28 | 23 | 51 |
| 16:00 | 17:00 | | | 34 | 25 | 59 |
| 17:00 | 18:00 | | | 29 | 19 | 48 |
| 18:00 | 19:00 | | | 18 | 20 | 38 |
| 19:00 | 20:00 | | | 15 | 20 | 35 |
| 20:00 | 21:00 | | | 10 | 8 | 18 |
| 21:00 | 22:00 | | | 7 | 12 | 19 |
| 22:00 | 23:00 | | | 7 | 3 | 10 |
| 23:00 | 00:00 | | | 3 | 3 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 81 | 139 | 220 |
| Peak Hour | | | 10:00 | 10:00 | 10:00 |
| Peak Volume | | | 24 | 40 | 64 |
| Peak Hour Factor | | | 0.600 | 0.833 | 0.727 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 219 | 221 | 440 |
| Peak Hour | | | 16:30 | 13:30 | 16:30 |
| Peak Volume | | | 37 | 33 | 63 |
| Peak Hour Factor | | | 0.544 | 0.750 | 0.543 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 16 | 33 | 49 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 12 | 19 | 31 |
| Peak Hour Factor | | | 0.750 | 0.792 | 0.969 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 63 | 44 | 107 |
| Peak Hour | | | 16:30 | 16:15 | 16:30 |
| Peak Volume | | | 37 | 26 | 63 |
| Peak Hour Factor | | | 0.544 | 0.542 | 0.543 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd W/O James Payne Ct

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_002

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 12 |
| 10:00 | 2 | 0 | 1 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 1 | 0 | 0 | 0 | 1 | 3 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 0 | 0 | 1 | 2 | 10 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 21 |
| 13:00 | 1 | 1 | 0 | 0 | 2 | 6 | 4 | 8 | 1 | 1 | 1 | 0 | 0 | 25 |
| 14:00 | 1 | 0 | 1 | 0 | 4 | 3 | 5 | 5 | 4 | 1 | 1 | 0 | 0 | 25 |
| 15:00 | 1 | 0 | 0 | 2 | 4 | 3 | 4 | 2 | 3 | 0 | 2 | 0 | 0 | 21 |
| 16:00 | 1 | 1 | 0 | 1 | 4 | 3 | 3 | 4 | 2 | 3 | 1 | 0 | 0 | 23 |
| 17:00 | 1 | 0 | 0 | 1 | 5 | 2 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 17 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 2 | 3 | 0 | 1 | 0 | 1 | 16 |
| 19:00 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 11 | 3 | 2 | 10 | 31 | 49 | 54 | 34 | 17 | 10 | 8 | 1 | 2 | 232 |
| % of Totals | 5% | 1% | 1% | 4% | 13% | 21% | 23% | 15% | 7% | 4% | 3% | 0% | 1% | 100% |

WESTBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 1 | 0 | 0 | 1 | 6 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 2 | 2 | 1 | 5 | 8 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 1 | 1 | 0 | 3 | 8 | 7 | 5 | 4 | 1 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 0 | 0 | 1 | 2 | 6 | 7 | 9 | 2 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 0 | 1 | 1 | 1 | 1 | 7 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 2 | 1 | 1 | 1 | 1 | 8 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 1 | 1 | 1 | 4 | 1 | 4 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 1 | 0 | 0 | 1 | 2 | 3 | 11 | 9 | 1 | 2 | 0 | 0 | 0 | 30 |
| 18:00 | 0 | 1 | 0 | 0 | 3 | 6 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 19 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 6 | 9 | 7 | 12 | 31 | 80 | 76 | 56 | 15 | 6 | 1 | 0 | 0 | 299 |
| % of Totals | 2% | 3% | 2% | 4% | 10% | 27% | 25% | 19% | 5% | 2% | 0% | | | 100% |

TOTALS

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 3 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 0 | 1 | 1 | 4 | 8 | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 24 |
| 10:00 | 2 | 1 | 1 | 1 | 3 | 8 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 25 |
| 11:00 | 1 | 2 | 2 | 1 | 6 | 11 | 17 | 7 | 3 | 1 | 0 | 0 | 0 | 51 |
| 12:00 | 0 | 1 | 1 | 1 | 5 | 18 | 12 | 6 | 4 | 3 | 0 | 0 | 0 | 51 |
| 13:00 | 1 | 1 | 0 | 1 | 4 | 12 | 11 | 17 | 3 | 1 | 1 | 0 | 0 | 52 |
| 14:00 | 1 | 1 | 2 | 1 | 5 | 10 | 7 | 11 | 7 | 1 | 1 | 0 | 0 | 47 |
| 15:00 | 3 | 1 | 1 | 3 | 5 | 11 | 11 | 7 | 4 | 0 | 2 | 0 | 0 | 48 |
| 16:00 | 2 | 2 | 1 | 5 | 5 | 7 | 11 | 10 | 5 | 3 | 1 | 0 | 0 | 52 |
| 17:00 | 2 | 0 | 0 | 2 | 7 | 5 | 16 | 11 | 1 | 2 | 0 | 1 | 0 | 47 |
| 18:00 | 0 | 1 | 0 | 1 | 4 | 11 | 7 | 4 | 3 | 1 | 2 | 0 | 1 | 35 |
| 19:00 | 1 | 1 | 0 | 2 | 2 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 1 | 0 | 0 | 1 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 17 | 12 | 9 | 22 | 62 | 129 | 130 | 90 | 32 | 16 | 9 | 1 | 2 | 531 |
| % of Totals | 3% | 2% | 2% | 4% | 12% | 24% | 24% | 17% | 6% | 3% | 2% | 0% | 0% | 100% |

### STATISTICS

EASTBOUND

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 0 | 1 | 2 | 5 | 13 | 21 | 6 | 4 | 2 | 2 | 0 | 1 | 62 |
| % | 2% | 0% | 0% | 1% | 2% | 6% | 9% | 3% | 2% | 1% | 1% | 0% | 0% | 27% |
| Peak Hour | 10:00 | 0:00 | 10:00 | 0:15 | 9:15 | 11:45 | 10:45 | 10:30 | 11:00 | 8:45 | 5:15 | 0:00 | 5:15 | 11:45 |
| Peak Volume | 2 | 0 | 1 | 1 | 2 | 10 | 9 | 3 | 3 | 1 | 1 | 0 | 1 | 21 |
| 12:00 - 24:00 | 6 | 3 | 1 | 8 | 26 | 36 | 33 | 28 | 13 | 8 | 6 | 1 | 1 | 170 |
| % | 3% | 1% | 0% | 3% | 11% | 16% | 14% | 12% | 6% | 3% | 3% | 0% | 0% | 73% |
| Peak Hour | 12:30 | 12:30 | 14:00 | 15:00 | 15:15 | 12:00 | 12:15 | 13:00 | 14:00 | 16:00 | 14:15 | 16:45 | 18:00 | 13:30 |
| Peak Volume | 1 | 1 | 1 | 2 | 6 | 10 | 6 | 8 | 4 | 3 | 2 | 1 | 1 | 27 |
| 07:00 - 09:00 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| % | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 - 18:00 | 2 | 1 | 0 | 2 | 9 | 5 | 8 | 6 | 2 | 3 | 1 | 1 | 0 | 40 |
| % | 1% | 0% | 0% | 1% | 4% | 2% | 3% | 3% | 1% | 1% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 |
| Peak Volume | 1 | 1 | 0 | 2 | 5 | 3 | 6 | 4 | 2 | 3 | 1 | 1 | 0 | 23 |

WESTBOUND

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 3 | 3 | 2 | 16 | 23 | 19 | 12 | 1 | 1 | 0 | 0 | 0 | 82 |
| % | 1% | 1% | 1% | 1% | 7% | 10% | 8% | 5% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 8:00 | 10:45 | 11:00 | 8:45 | 10:45 | 11:30 | 11:45 | 11:00 | 11:45 | 9:15 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 2 | 2 | 2 | 1 | 5 | 9 | 9 | 5 | 3 | 1 | 0 | 0 | 0 | 31 |
| 12:00 - 24:00 | 4 | 6 | 4 | 10 | 15 | 57 | 57 | 44 | 14 | 5 | 1 | 0 | 0 | 217 |
| % | 2% | 3% | 2% | 4% | 6% | 25% | 25% | 19% | 6% | 2% | 0% | 0% | 0% | 94% |
| Peak Hour | 14:30 | 14:30 | 15:15 | 15:45 | 17:30 | 13:45 | 16:30 | 12:30 | 12:00 | 16:30 | 17:30 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 2 | 2 | 2 | 4 | 4 | 10 | 16 | 12 | 4 | 2 | 1 | 0 | 0 | 37 |
| 07:00 - 09:00 | 2 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| % | 1% | 0% | 0% | 0% | 0% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:45 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 2 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 2 | 1 | 1 | 5 | 3 | 7 | 19 | 15 | 4 | 2 | 0 | 0 | 0 | 59 |
| % | 1% | 0% | 0% | 2% | 1% | 3% | 8% | 6% | 2% | 1% | 0% | 0% | 0% | 25% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:30 | 16:45 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 1 | 1 | 4 | 2 | 5 | 16 | 9 | 3 | 2 | 0 | 0 | 0 | 37 |

TOTALS

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 7 | 3 | 4 | 4 | 21 | 36 | 40 | 18 | 5 | 3 | 2 | 0 | 1 | 144 |
| % | 3% | 1% | 2% | 2% | 9% | 16% | 17% | 8% | 2% | 1% | 1% | 0% | 0% | 62% |
| Peak Hour | 8:00 | 10:45 | 10:15 | 9:15 | 10:15 | 11:45 | 11:00 | 10:30 | 11:45 | 9:15 | 5:15 | 0:00 | 5:15 | 11:00 |
| Peak Volume | 3 | 2 | 2 | 2 | 6 | 18 | 17 | 7 | 5 | 2 | 1 | 0 | 1 | 51 |
| 12:00 - 24:00 | 10 | 9 | 5 | 18 | 41 | 93 | 90 | 72 | 27 | 13 | 7 | 1 | 1 | 387 |
| % | 4% | 4% | 2% | 8% | 18% | 40% | 39% | 31% | 12% | 6% | 3% | 0% | 0% | 167% |
| Peak Hour | 14:30 | 14:30 | 14:00 | 15:45 | 15:15 | 12:00 | 16:45 | 12:30 | 14:00 | 16:30 | 14:15 | 16:45 | 18:00 | 12:30 |
| Peak Volume | 3 | 2 | 2 | 6 | 8 | 18 | 22 | 18 | 7 | 4 | 2 | 1 | 1 | 58 |
| 07:00 - 09:00 | 3 | 0 | 0 | 0 | 1 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| % | 1% | 0% | 0% | 0% | 0% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:45 | 7:45 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 3 | 0 | 0 | 0 | 1 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 16:00 - 18:00 | 4 | 2 | 1 | 7 | 12 | 12 | 27 | 21 | 6 | 5 | 1 | 1 | 0 | 99 |
| % | 2% | 1% | 0% | 3% | 5% | 5% | 12% | 9% | 3% | 2% | 0% | 0% | 0% | 43% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:45 | 16:15 | 16:00 | 16:30 | 16:00 | 16:45 | 16:00 | 16:15 |
| Peak Volume | 2 | 2 | 1 | 5 | 7 | 8 | 22 | 11 | 5 | 4 | 1 | 1 | 0 | 57 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 31 | 41 | 41 | 51 | 60 | 232 |
| WESTBOUND | 32 | 40 | 39 | 48 | 52 | 299 |
| TOTALS | 32 | 41 | 40 | 49 | 55 | 531 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 8 |
| 13:15 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 15:15 | 1 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 15:45 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 9 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 11 | 3 | 2 | 10 | 31 | 49 | 54 | 34 | 17 | 10 | 8 | 1 | 2 | 232 |
| % of Totals | 5% | 1% | 1% | 4% | 13% | 21% | 23% | 15% | 7% | 4% | 3% | 0% | 1% | 100% |

WESTBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 9 | 7 | 12 | 31 | 80 | 76 | 56 | 15 | 6 | 1 | 0 | 0 | 299 |
| % of Totals | 2% | 3% | 2% | 4% | 10% | 27% | 25% | 19% | 5% | 2% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 9 |
| 9:45 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 2 | 0 | 1 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 1 | 0 | 4 | 3 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 1 | 0 | 1 | 2 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 1 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 0 | 1 | 0 | 0 | 6 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 13 |
| 13:15 | 1 | 1 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 1 | 1 | 1 | 2 | 3 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| 15:15 | 3 | 1 | 0 | 1 | 2 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 0 | 1 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 1 | 1 | 1 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 14 |
| 16:30 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 1 | 0 | 0 | 0 | 2 | 1 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 13 |
| 17:30 | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 1 | 0 | 0 | 3 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 11 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 17 | 12 | 9 | 22 | 62 | 129 | 130 | 90 | 32 | 16 | 9 | 1 | 2 | 531 |
| % of Totals | 3% | 2% | 2% | 4% | 12% | 24% | 24% | 17% | 6% | 3% | 2% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd W/O James Payne Ct

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 232 | 299 | 531 |

DAILY TOTALS

### 15-Minutes Interval

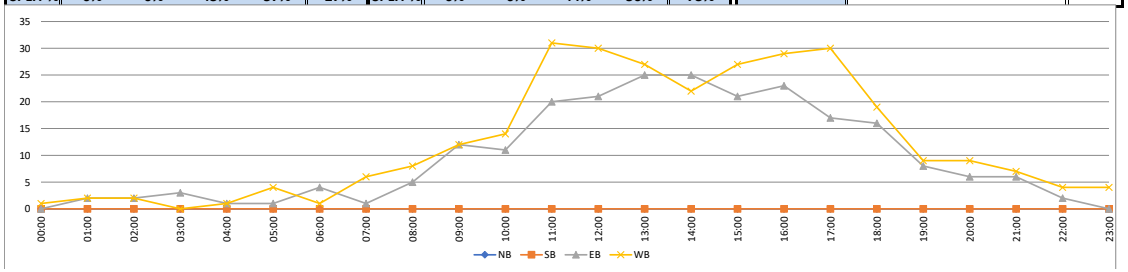
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 4 | 6 | 10 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 5 | 5 | 10 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 11 | 18 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 8 | 13 |
| 1:00 | | | 1 | 1 | 2 | 13:00 | | | 8 | 5 | 13 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 5 | 9 | 14 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 5 | 11 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 6 | 8 | 14 |
| 2:00 | | | 1 | 1 | 2 | 14:00 | | | 9 | 1 | 10 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 6 | 12 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 1 | 8 | 9 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 9 | 7 | 16 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 2 | 4 | 6 |
| 3:15 | | | 1 | 0 | 1 | 15:15 | | | 10 | 6 | 16 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 3 | 11 | 14 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 6 | 6 | 12 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 3 | 9 | 12 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 9 | 5 | 14 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 7 | 6 | 13 |
| 4:45 | | | 1 | 0 | 1 | 16:45 | | | 4 | 9 | 13 |
| 5:00 | | | 0 | 1 | 1 | 17:00 | | | 3 | 14 | 17 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 5 | 8 | 13 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 7 | 4 | 11 |
| 5:45 | | | 1 | 2 | 3 | 17:45 | | | 2 | 4 | 6 |
| 6:00 | | | 3 | 1 | 4 | 18:00 | | | 4 | 7 | 11 |
| 6:15 | | | 1 | 0 | 1 | 18:15 | | | 6 | 3 | 9 |
| 6:30 | | | 0 | 0 | 0 | 18:30 | | | 2 | 2 | 4 |
| 6:45 | | | 0 | 0 | 0 | 18:45 | | | 4 | 7 | 11 |
| 7:00 | | | 0 | 1 | 1 | 19:00 | | | 1 | 3 | 4 |
| 7:15 | | | 0 | 1 | 1 | 19:15 | | | 4 | 2 | 6 |
| 7:30 | | | 0 | 1 | 1 | 19:30 | | | 1 | 4 | 5 |
| 7:45 | | | 1 | 3 | 4 | 19:45 | | | 2 | 0 | 2 |
| 8:00 | | | 0 | 2 | 2 | 20:00 | | | 2 | 2 | 4 |
| 8:15 | | | 1 | 3 | 4 | 20:15 | | | 0 | 2 | 2 |
| 8:30 | | | 2 | 1 | 3 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 2 | 2 | 4 | 20:45 | | | 2 | 3 | 5 |
| 9:00 | | | 2 | 4 | 6 | 21:00 | | | 2 | 2 | 4 |
| 9:15 | | | 1 | 1 | 2 | 21:15 | | | 2 | 2 | 4 |
| 9:30 | | | 5 | 4 | 9 | 21:30 | | | 2 | 3 | 5 |
| 9:45 | | | 4 | 3 | 7 | 21:45 | | | 0 | 0 | 0 |
| 10:00 | | | 4 | 5 | 9 | 22:00 | | | 1 | 2 | 3 |
| 10:15 | | | 1 | 1 | 2 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 2 | 3 | 5 | 22:30 | | | 1 | 1 | 2 |
| 10:45 | | | 4 | 5 | 9 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 7 | 10 | 17 | 23:00 | | | 0 | 1 | 1 |
| 11:15 | | | 4 | 4 | 8 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 4 | 9 | 13 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 5 | 8 | 13 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 62 | 82 | 144 | TOTALS | 0 | 0 | 170 | 217 | 387 |
| SPLIT % | 0% | 0% | 43% | 57% | 27% | SPLIT % | 0% | 0% | 44% | 56% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 2 | 2 | 4 |
| 02:00 | 03:00 | | | 2 | 2 | 4 |
| 03:00 | 04:00 | | | 3 | 0 | 3 |
| 04:00 | 05:00 | | | 1 | 1 | 2 |
| 05:00 | 06:00 | | | 1 | 4 | 5 |
| 06:00 | 07:00 | | | 4 | 1 | 5 |
| 07:00 | 08:00 | | | 1 | 6 | 7 |
| 08:00 | 09:00 | | | 5 | 8 | 13 |
| 09:00 | 10:00 | | | 12 | 12 | 24 |
| 10:00 | 11:00 | | | 11 | 14 | 25 |
| 11:00 | 12:00 | | | 20 | 31 | 51 |
| 12:00 | 13:00 | | | 21 | 30 | 51 |
| 13:00 | 14:00 | | | 25 | 27 | 52 |
| 14:00 | 15:00 | | | 25 | 22 | 47 |
| 15:00 | 16:00 | | | 21 | 27 | 48 |
| 16:00 | 17:00 | | | 23 | 29 | 52 |
| 17:00 | 18:00 | | | 17 | 30 | 47 |
| 18:00 | 19:00 | | | 16 | 19 | 35 |
| 19:00 | 20:00 | | | 8 | 9 | 17 |
| 20:00 | 21:00 | | | 6 | 9 | 15 |
| 21:00 | 22:00 | | | 6 | 7 | 13 |
| 22:00 | 23:00 | | | 2 | 4 | 6 |
| 23:00 | 00:00 | | | 0 | 4 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 62 | 82 | 144 |
| Peak Hour | | | 11:00 | 11:00 | 11:00 |
| Peak Volume | | | 20 | 31 | 51 |
| Peak Hour Factor | | | 0.714 | 0.775 | 0.750 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 170 | 217 | 387 |
| Peak Hour | | | 13:30 | 16:30 | 12:30 |
| Peak Volume | | | 27 | 37 | 58 |
| Peak Hour Factor | | | 0.750 | 0.661 | 0.806 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 6 | 14 | 20 |
| Peak Hour | | | 8:00 | 7:30 | 7:45 |
| Peak Volume | | | 5 | 9 | 13 |
| Peak Hour Factor | | | 0.625 | 0.750 | 0.813 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 40 | 59 | 99 |
| Peak Hour | | | 16:00 | 16:30 | 16:15 |
| Peak Volume | | | 23 | 37 | 57 |
| Peak Hour Factor | | | 0.639 | 0.661 | 0.838 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Day: Saturday
Date: 3/9/2024

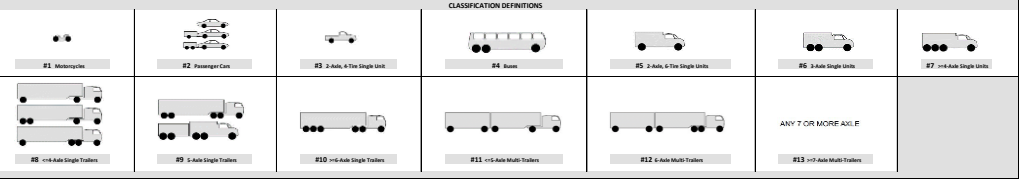
City: Manassas
Project #: VA24 260055 003

### HOURLY BREAKDOWN

| Time | NORTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SOUTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 41 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 132 | 41 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| % of Totals | | | | | | | | | | | | | | | 73% | 23% | | 4% | | | | | | | | | | 100% | 73% | 23% | | 4% | | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles
#2 Passenger Cars
#3 2-Axle, 6-Tire Single Unit
#4 Buses
#5 2-Axle, 6-Tire Single Units
#6 3-Axle Single Units
#7 >=4-Axle Single Units
#8 <=4-Axle Single Trailers
#9 5-Axle Single Trailers
#10 >=6-Axle Single Trailers
#11 <=5-Axle Multi-Trailers
#12 6-Axle Multi-Trailers
#13 >=7-Axle Multi-Trailers

ANY 7 OR MORE AXLE

### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### 15-MINUTE BREAKDOWN

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | 0% |


| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 41 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 132 | 41 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % of Totals | | | | | | | | | | | | | | | 73% | 23% | | 4% | | | | | | | | | | 100% | 73% | 23% | | 4% | | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 180 | 0 | 0 | 180 |

DAILY TOTALS

### 15-Minutes Interval

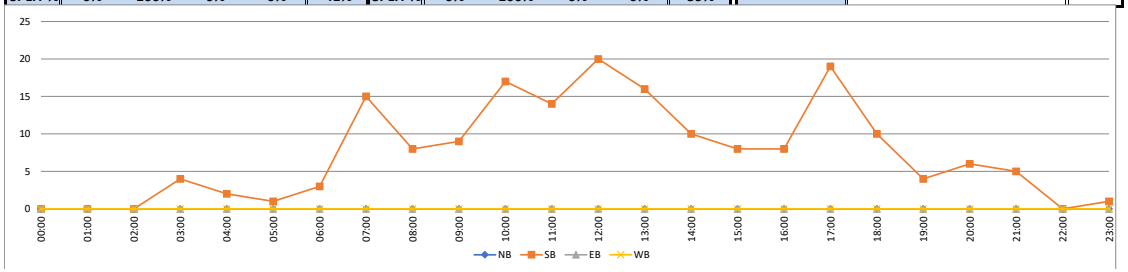
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 9 | | | 9 |
| 0:15 | | 0 | | | 0 | 12:15 | | 3 | | | 3 |
| 0:30 | | 0 | | | 0 | 12:30 | | 4 | | | 4 |
| 0:45 | | 0 | | | 0 | 12:45 | | 4 | | | 4 |
| 1:00 | | 0 | | | 0 | 13:00 | | 6 | | | 6 |
| 1:15 | | 0 | | | 0 | 13:15 | | 4 | | | 4 |
| 1:30 | | 0 | | | 0 | 13:30 | | 4 | | | 4 |
| 1:45 | | 0 | | | 0 | 13:45 | | 2 | | | 2 |
| 2:00 | | 0 | | | 0 | 14:00 | | 1 | | | 1 |
| 2:15 | | 0 | | | 0 | 14:15 | | 2 | | | 2 |
| 2:30 | | 0 | | | 0 | 14:30 | | 2 | | | 2 |
| 2:45 | | 0 | | | 0 | 14:45 | | 5 | | | 5 |
| 3:00 | | 1 | | | 1 | 15:00 | | 1 | | | 1 |
| 3:15 | | 0 | | | 0 | 15:15 | | 4 | | | 4 |
| 3:30 | | 2 | | | 2 | 15:30 | | 2 | | | 2 |
| 3:45 | | 1 | | | 1 | 15:45 | | 1 | | | 1 |
| 4:00 | | 0 | | | 0 | 16:00 | | 1 | | | 1 |
| 4:15 | | 0 | | | 0 | 16:15 | | 1 | | | 1 |
| 4:30 | | 2 | | | 2 | 16:30 | | 3 | | | 3 |
| 4:45 | | 0 | | | 0 | 16:45 | | 3 | | | 3 |
| 5:00 | | 0 | | | 0 | 17:00 | | 7 | | | 7 |
| 5:15 | | 0 | | | 0 | 17:15 | | 3 | | | 3 |
| 5:30 | | 1 | | | 1 | 17:30 | | 5 | | | 5 |
| 5:45 | | 0 | | | 0 | 17:45 | | 4 | | | 4 |
| 6:00 | | 0 | | | 0 | 18:00 | | 5 | | | 5 |
| 6:15 | | 1 | | | 1 | 18:15 | | 2 | | | 2 |
| 6:30 | | 1 | | | 1 | 18:30 | | 2 | | | 2 |
| 6:45 | | 1 | | | 1 | 18:45 | | 1 | | | 1 |
| 7:00 | | 2 | | | 2 | 19:00 | | 2 | | | 2 |
| 7:15 | | 3 | | | 3 | 19:15 | | 2 | | | 2 |
| 7:30 | | 5 | | | 5 | 19:30 | | 0 | | | 0 |
| 7:45 | | 5 | | | 5 | 19:45 | | 0 | | | 0 |
| 8:00 | | 0 | | | 0 | 20:00 | | 2 | | | 2 |
| 8:15 | | 3 | | | 3 | 20:15 | | 1 | | | 1 |
| 8:30 | | 2 | | | 2 | 20:30 | | 2 | | | 2 |
| 8:45 | | 3 | | | 3 | 20:45 | | 1 | | | 1 |
| 9:00 | | 2 | | | 2 | 21:00 | | 0 | | | 0 |
| 9:15 | | 3 | | | 3 | 21:15 | | 1 | | | 1 |
| 9:30 | | 2 | | | 2 | 21:30 | | 1 | | | 1 |
| 9:45 | | 2 | | | 2 | 21:45 | | 3 | | | 3 |
| 10:00 | | 1 | | | 1 | 22:00 | | 0 | | | 0 |
| 10:15 | | 3 | | | 3 | 22:15 | | 0 | | | 0 |
| 10:30 | | 6 | | | 6 | 22:30 | | 0 | | | 0 |
| 10:45 | | 7 | | | 7 | 22:45 | | 0 | | | 0 |
| 11:00 | | 2 | | | 2 | 23:00 | | 0 | | | 0 |
| 11:15 | | 5 | | | 5 | 23:15 | | 1 | | | 1 |
| 11:30 | | 4 | | | 4 | 23:30 | | 0 | | | 0 |
| 11:45 | | 3 | | | 3 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 73 | 0 | 0 | 73 | TOTALS | 0 | 107 | 0 | 0 | 107 |
| SPLIT % | 0% | 100% | 0% | 0% | 41% | SPLIT % | 0% | 100% | 0% | 0% | 59% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 0 | | | 0 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 4 | | | 4 |
| 04:00 | 05:00 | | 2 | | | 2 |
| 05:00 | 06:00 | | 1 | | | 1 |
| 06:00 | 07:00 | | 3 | | | 3 |
| 07:00 | 08:00 | | 15 | | | 15 |
| 08:00 | 09:00 | | 8 | | | 8 |
| 09:00 | 10:00 | | 9 | | | 9 |
| 10:00 | 11:00 | | 17 | | | 17 |
| 11:00 | 12:00 | | 14 | | | 14 |
| 12:00 | 13:00 | | 20 | | | 20 |
| 13:00 | 14:00 | | 16 | | | 16 |
| 14:00 | 15:00 | | 10 | | | 10 |
| 15:00 | 16:00 | | 8 | | | 8 |
| 16:00 | 17:00 | | 8 | | | 8 |
| 17:00 | 18:00 | | 19 | | | 19 |
| 18:00 | 19:00 | | 10 | | | 10 |
| 19:00 | 20:00 | | 4 | | | 4 |
| 20:00 | 21:00 | | 6 | | | 6 |
| 21:00 | 22:00 | | 5 | | | 5 |
| 22:00 | 23:00 | | 0 | | | 0 |
| 23:00 | 00:00 | | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 73 | | | 73 |
| Peak Hour | | 10:30 | | | 10:30 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.714 | | | 0.714 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 107 | | | 107 |
| Peak Hour | | 12:00 | | | 12:00 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.556 | | | 0.556 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 23 | | | 23 |
| Peak Hour | | 7:00 | | | 7:00 |
| Peak Volume | | 15 | | | 15 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 27 | | | 27 |
| Peak Hour | | 17:00 | | | 17:00 |
| Peak Volume | | 19 | | | 19 |
| Peak Hour Factor | | 0.679 | | | 0.679 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Dav: Sundav
Date: 3/10/2024

Citv: Manassas
Project #: VA24 260055 003

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

SOUTHBOUND

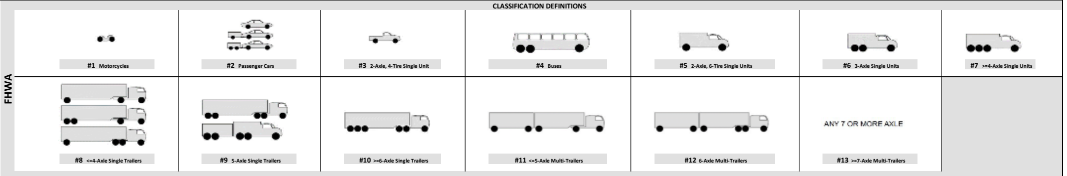
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 1 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 129 | 32 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 76% | 19% | 1% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 1 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 129 | 32 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 76% | 19% | 1% | 2% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 36 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | 1% | 21% | 6% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 9:15 | 11:15 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 - 24:00 | 2 | 93 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| % | 1% | 55% | 13% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 12:00 | 16:15 | 13:45 | 13:30 | 18:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 17 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | 0% | 5% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:15 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 - 18:00 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | 0% | 15% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 36 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | 1% | 21% | 6% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 9:15 | 11:15 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 - 24:00 | 2 | 93 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| % | 1% | 55% | 13% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 12:00 | 16:15 | 13:45 | 13:30 | 18:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 17 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | 0% | 5% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:15 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 - 18:00 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | 0% | 15% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 0 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 0 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 0 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 0 |
| 7:15 | | | | | | | | | | | | | | 0 |
| 7:30 | | | | | | | | | | | | | | 0 |
| 7:45 | | | | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | | | | 0 |
| 8:15 | | | | | | | | | | | | | | 0 |
| 8:30 | | | | | | | | | | | | | | 0 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 0 |
| 9:15 | | | | | | | | | | | | | | 0 |
| 9:30 | | | | | | | | | | | | | | 0 |
| 9:45 | | | | | | | | | | | | | | 0 |
| 10:00 | | | | | | | | | | | | | | 0 |
| 10:15 | | | | | | | | | | | | | | 0 |
| 10:30 | | | | | | | | | | | | | | 0 |
| 10:45 | | | | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | | | | 0 |
| 11:15 | | | | | | | | | | | | | | 0 |
| 11:30 | | | | | | | | | | | | | | 0 |
| 11:45 | | | | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | | | | 0 |
| 12:15 | | | | | | | | | | | | | | 0 |
| 12:30 | | | | | | | | | | | | | | 0 |
| 12:45 | | | | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | | | | 0 |
| 13:15 | | | | | | | | | | | | | | 0 |
| 13:30 | | | | | | | | | | | | | | 0 |
| 13:45 | | | | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | | | | 0 |
| 14:15 | | | | | | | | | | | | | | 0 |
| 14:30 | | | | | | | | | | | | | | 0 |
| 14:45 | | | | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | | | | 0 |
| 15:15 | | | | | | | | | | | | | | 0 |
| 15:30 | | | | | | | | | | | | | | 0 |
| 15:45 | | | | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | | | | 0 |
| 16:15 | | | | | | | | | | | | | | 0 |
| 16:30 | | | | | | | | | | | | | | 0 |
| 16:45 | | | | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | | | | 0 |
| 17:15 | | | | | | | | | | | | | | 0 |
| 17:30 | | | | | | | | | | | | | | 0 |
| 17:45 | | | | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | | | | 0 |
| 18:15 | | | | | | | | | | | | | | 0 |
| 18:30 | | | | | | | | | | | | | | 0 |
| 18:45 | | | | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | | | | 0 |
| 19:15 | | | | | | | | | | | | | | 0 |
| 19:30 | | | | | | | | | | | | | | 0 |
| 19:45 | | | | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | | | | 0 |
| 20:15 | | | | | | | | | | | | | | 0 |
| 20:30 | | | | | | | | | | | | | | 0 |
| 20:45 | | | | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 0 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 0 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 129 | 32 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 76% | 19% | 1% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 129 | 32 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 76% | 19% | 1% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 169 | 0 | 0 | 169 | |

### 15-Minutes Interval

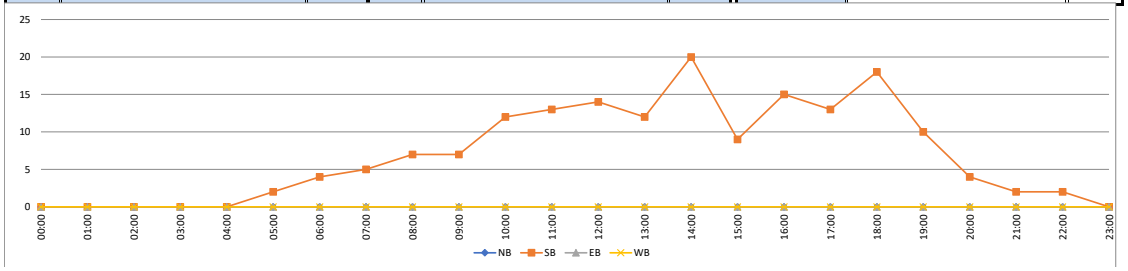
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 5 | | | 5 |
| 0:15 | | 0 | | | 0 | 12:15 | | 3 | | | 3 |
| 0:30 | | 0 | | | 0 | 12:30 | | 2 | | | 2 |
| 0:45 | | 0 | | | 0 | 12:45 | | 4 | | | 4 |
| 1:00 | | 0 | | | 0 | 13:00 | | 7 | | | 7 |
| 1:15 | | 0 | | | 0 | 13:15 | | 3 | | | 3 |
| 1:30 | | 0 | | | 0 | 13:30 | | 0 | | | 0 |
| 1:45 | | 0 | | | 0 | 13:45 | | 2 | | | 2 |
| 2:00 | | 0 | | | 0 | 14:00 | | 6 | | | 6 |
| 2:15 | | 0 | | | 0 | 14:15 | | 7 | | | 7 |
| 2:30 | | 0 | | | 0 | 14:30 | | 4 | | | 4 |
| 2:45 | | 0 | | | 0 | 14:45 | | 3 | | | 3 |
| 3:00 | | 0 | | | 0 | 15:00 | | 4 | | | 4 |
| 3:15 | | 0 | | | 0 | 15:15 | | 1 | | | 1 |
| 3:30 | | 0 | | | 0 | 15:30 | | 2 | | | 2 |
| 3:45 | | 0 | | | 0 | 15:45 | | 2 | | | 2 |
| 4:00 | | 0 | | | 0 | 16:00 | | 4 | | | 4 |
| 4:15 | | 0 | | | 0 | 16:15 | | 2 | | | 2 |
| 4:30 | | 0 | | | 0 | 16:30 | | 1 | | | 1 |
| 4:45 | | 0 | | | 0 | 16:45 | | 8 | | | 8 |
| 5:00 | | 0 | | | 0 | 17:00 | | 7 | | | 7 |
| 5:15 | | 0 | | | 0 | 17:15 | | 2 | | | 2 |
| 5:30 | | 2 | | | 2 | 17:30 | | 1 | | | 1 |
| 5:45 | | 0 | | | 0 | 17:45 | | 3 | | | 3 |
| 6:00 | | 2 | | | 2 | 18:00 | | 4 | | | 4 |
| 6:15 | | 0 | | | 0 | 18:15 | | 5 | | | 5 |
| 6:30 | | 1 | | | 1 | 18:30 | | 3 | | | 3 |
| 6:45 | | 1 | | | 1 | 18:45 | | 6 | | | 6 |
| 7:00 | | 0 | | | 0 | 19:00 | | 0 | | | 0 |
| 7:15 | | 2 | | | 2 | 19:15 | | 6 | | | 6 |
| 7:30 | | 1 | | | 1 | 19:30 | | 2 | | | 2 |
| 7:45 | | 2 | | | 2 | 19:45 | | 2 | | | 2 |
| 8:00 | | 1 | | | 1 | 20:00 | | 1 | | | 1 |
| 8:15 | | 1 | | | 1 | 20:15 | | 2 | | | 2 |
| 8:30 | | 2 | | | 2 | 20:30 | | 0 | | | 0 |
| 8:45 | | 3 | | | 3 | 20:45 | | 1 | | | 1 |
| 9:00 | | 0 | | | 0 | 21:00 | | 1 | | | 1 |
| 9:15 | | 5 | | | 5 | 21:15 | | 1 | | | 1 |
| 9:30 | | 1 | | | 1 | 21:30 | | 0 | | | 0 |
| 9:45 | | 1 | | | 1 | 21:45 | | 0 | | | 0 |
| 10:00 | | 6 | | | 6 | 22:00 | | 2 | | | 2 |
| 10:15 | | 3 | | | 3 | 22:15 | | 0 | | | 0 |
| 10:30 | | 0 | | | 0 | 22:30 | | 0 | | | 0 |
| 10:45 | | 3 | | | 3 | 22:45 | | 0 | | | 0 |
| 11:00 | | 0 | | | 0 | 23:00 | | 0 | | | 0 |
| 11:15 | | 4 | | | 4 | 23:15 | | 0 | | | 0 |
| 11:30 | | 4 | | | 4 | 23:30 | | 0 | | | 0 |
| 11:45 | | 5 | | | 5 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 50 | 0 | 0 | 50 | TOTALS | 0 | 119 | 0 | 0 | 119 |
| SPLIT % | 0% | 100% | 0% | 0% | 30% | SPLIT % | 0% | 100% | 0% | 0% | 70% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 0 | | | 0 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 0 | | | 0 |
| 05:00 | 06:00 | | 2 | | | 2 |
| 06:00 | 07:00 | | 4 | | | 4 |
| 07:00 | 08:00 | | 5 | | | 5 |
| 08:00 | 09:00 | | 7 | | | 7 |
| 09:00 | 10:00 | | 7 | | | 7 |
| 10:00 | 11:00 | | 12 | | | 12 |
| 11:00 | 12:00 | | 13 | | | 13 |
| 12:00 | 13:00 | | 14 | | | 14 |
| 13:00 | 14:00 | | 12 | | | 12 |
| 14:00 | 15:00 | | 20 | | | 20 |
| 15:00 | 16:00 | | 9 | | | 9 |
| 16:00 | 17:00 | | 15 | | | 15 |
| 17:00 | 18:00 | | 13 | | | 13 |
| 18:00 | 19:00 | | 18 | | | 18 |
| 19:00 | 20:00 | | 10 | | | 10 |
| 20:00 | 21:00 | | 4 | | | 4 |
| 21:00 | 22:00 | | 2 | | | 2 |
| 22:00 | 23:00 | | 2 | | | 2 |
| 23:00 | 00:00 | | 0 | | | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 50 | | | 50 |
| Peak Hour | | 9:15 | | | 9:15 |
| Peak Volume | | 13 | | | 13 |
| Peak Hour Factor | | 0.542 | | | 0.542 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 119 | | | 119 |
| Peak Hour | | 14:00 | | | 14:00 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.714 | | | 0.714 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 12 | | | 12 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 7 | | | 7 |
| Peak Hour Factor | | 0.583 | | | 0.583 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 28 | | | 28 |
| Peak Hour | | 16:15 | | | 16:15 |
| Peak Volume | | 18 | | | 18 |
| Peak Hour Factor | | 0.563 | | | 0.563 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Dav: Mondav
Date: 3/11/2024

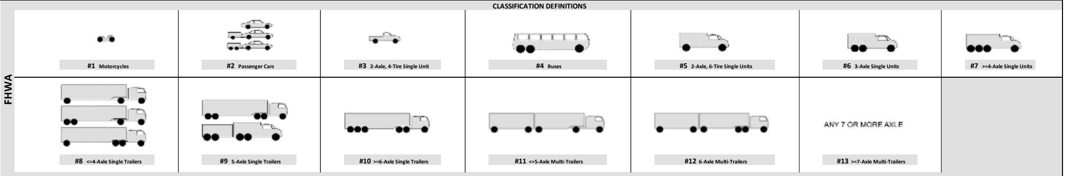
Citv: Manassas
Project #: VA24 260055 003

## HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 8 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 10 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 16 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 17 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 14 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 48 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 38 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 28 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 27 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 24 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 1 | 83 | 24 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 67 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 32 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 450 | 148 | 6 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 646 | 1 | 450 | 148 | 6 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 646 |
| % of Totals | | | | | | | | | | | | | | | 0% | 70% | 23% | 1% | 6% | | | | | | | | | 100% | 0% | 70% | 23% | 1% | 6% | | | | | | | | | 100% |

## CLASSIFICATION DEFINITIONS

FHWA




## STATISTICS

| | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 44 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 93 | 44 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| % | | | | | | | | | | | | | | | 0% | 14% | 7% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 14% | 7% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:45 | 7:15 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 0:00 | 11:45 | 11:45 | 7:15 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 18 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 44 | 18 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 357 | 104 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 1 | 357 | 104 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |
| % | | | | | | | | | | | | | | | 0% | 55% | 16% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% | 0% | 55% | 16% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:30 | 16:30 | 16:15 | 15:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 | 15:30 | 16:30 | 16:15 | 15:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 1 | 98 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 15 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 26 | 15 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| % | | | | | | | | | | | | | | | 0% | 4% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 4% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:15 | 7:45 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 16 | 12 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 150 | 39 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 1 | 150 | 39 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| % | | | | | | | | | | | | | | | 0% | 23% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 0% | 23% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:30 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 1 | 98 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |

## 15-MINUTE BREAKDOWN

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | | | | | | | | | | | | | | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | | | | | | | | | | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | | | | | | | | | | | | | | 0 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | | | | | | | | | | | | | | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | | | | | | | | | | | | | | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | | | | | | | | | | | | | | 0 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | | | | | | | | | | | | | | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | | | | | | | | | | | | | | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | | | | | | | | | | | | | | 0 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | | | | | | | | | | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | | | | | | | | | | | | | | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | | | | | | | | | | | | | | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | | | | | | | | | | | | | | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | | | | | | | | | | | | | | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | | | | | | | | | | | | | | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | | | | | | | | | | | | | | 0 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | | | | | | | | | | | | | | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | | | | | | | | | | | | | | 0 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | | | | | | | | | | | | | | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | | | | | | | | | | | | | | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | | | | | | | | | | | | | | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | | | | | | | | | | | | | | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | | | | | | | | | | | | | | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | | | | | | | | | | | | | | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | | | | | | | | | | | | | | 0 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | | | | | | | | | | | | | | 0 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | | | | | | | | | | | | | | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | | | | | | | | | | | | | | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | | | | | | | | | | | | | | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | | | | | | | | | | | | | | 0 | 1 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | | | | | | | | | | | | | | 0 | 0 | 20 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 20 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:45 | | | | | | | | | | | | | | 0 | 0 | 39 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 39 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 17:00 | | | | | | | | | | | | | | 0 | 0 | 20 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 20 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:15 | | | | | | | | | | | | | | 0 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | | | | | | | | | | | | | | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | | | | | | | | | | | | | | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | | | | | | | | | | | | | | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | | | | | | | | | | | | | | 0 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | | | | | | | | | | | | | | 0 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | | | | | | | | | | | | | | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | | | | | | | | | | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | | | | | | | | | | | | | | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | | | | | | | | | | | | | | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | | | | | | | | | | | | | | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 450 | 148 | 6 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 646 | 1 | 450 | 148 | 6 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 646 |
| % of Totals | | | | | | | | | | | | | | | 0% | 70% | 23% | 1% | 6% | | | | | | | | | 100% | 0% | 70% | 23% | 1% | 6% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 646 | 0 | 0 | 646 |

DAILY TOTALS

### 15-Minutes Interval

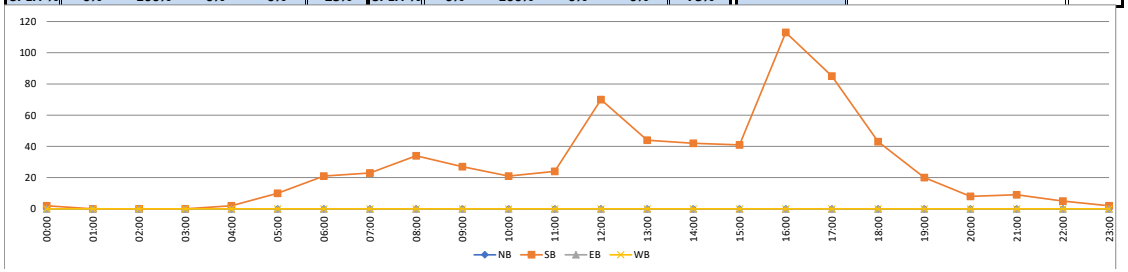
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 1 | | | 1 | 12:00 | | 17 | | | 17 |
| 0:15 | | 0 | | | 0 | 12:15 | | 19 | | | 19 |
| 0:30 | | 0 | | | 0 | 12:30 | | 17 | | | 17 |
| 0:45 | | 1 | | | 1 | 12:45 | | 17 | | | 17 |
| 1:00 | | 0 | | | 0 | 13:00 | | 13 | | | 13 |
| 1:15 | | 0 | | | 0 | 13:15 | | 13 | | | 13 |
| 1:30 | | 0 | | | 0 | 13:30 | | 7 | | | 7 |
| 1:45 | | 0 | | | 0 | 13:45 | | 11 | | | 11 |
| 2:00 | | 0 | | | 0 | 14:00 | | 10 | | | 10 |
| 2:15 | | 0 | | | 0 | 14:15 | | 9 | | | 9 |
| 2:30 | | 0 | | | 0 | 14:30 | | 13 | | | 13 |
| 2:45 | | 0 | | | 0 | 14:45 | | 10 | | | 10 |
| 3:00 | | 0 | | | 0 | 15:00 | | 16 | | | 16 |
| 3:15 | | 0 | | | 0 | 15:15 | | 11 | | | 11 |
| 3:30 | | 0 | | | 0 | 15:30 | | 6 | | | 6 |
| 3:45 | | 0 | | | 0 | 15:45 | | 8 | | | 8 |
| 4:00 | | 1 | | | 1 | 16:00 | | 16 | | | 16 |
| 4:15 | | 0 | | | 0 | 16:15 | | 17 | | | 17 |
| 4:30 | | 1 | | | 1 | 16:30 | | 30 | | | 30 |
| 4:45 | | 0 | | | 0 | 16:45 | | 50 | | | 50 |
| 5:00 | | 0 | | | 0 | 17:00 | | 25 | | | 25 |
| 5:15 | | 3 | | | 3 | 17:15 | | 24 | | | 24 |
| 5:30 | | 2 | | | 2 | 17:30 | | 25 | | | 25 |
| 5:45 | | 5 | | | 5 | 17:45 | | 11 | | | 11 |
| 6:00 | | 4 | | | 4 | 18:00 | | 13 | | | 13 |
| 6:15 | | 5 | | | 5 | 18:15 | | 11 | | | 11 |
| 6:30 | | 4 | | | 4 | 18:30 | | 10 | | | 10 |
| 6:45 | | 8 | | | 8 | 18:45 | | 9 | | | 9 |
| 7:00 | | 5 | | | 5 | 19:00 | | 5 | | | 5 |
| 7:15 | | 5 | | | 5 | 19:15 | | 8 | | | 8 |
| 7:30 | | 4 | | | 4 | 19:30 | | 6 | | | 6 |
| 7:45 | | 9 | | | 9 | 19:45 | | 1 | | | 1 |
| 8:00 | | 14 | | | 14 | 20:00 | | 2 | | | 2 |
| 8:15 | | 6 | | | 6 | 20:15 | | 4 | | | 4 |
| 8:30 | | 9 | | | 9 | 20:30 | | 0 | | | 0 |
| 8:45 | | 5 | | | 5 | 20:45 | | 2 | | | 2 |
| 9:00 | | 11 | | | 11 | 21:00 | | 3 | | | 3 |
| 9:15 | | 6 | | | 6 | 21:15 | | 1 | | | 1 |
| 9:30 | | 5 | | | 5 | 21:30 | | 5 | | | 5 |
| 9:45 | | 5 | | | 5 | 21:45 | | 0 | | | 0 |
| 10:00 | | 4 | | | 4 | 22:00 | | 2 | | | 2 |
| 10:15 | | 4 | | | 4 | 22:15 | | 3 | | | 3 |
| 10:30 | | 10 | | | 10 | 22:30 | | 0 | | | 0 |
| 10:45 | | 3 | | | 3 | 22:45 | | 0 | | | 0 |
| 11:00 | | 3 | | | 3 | 23:00 | | 0 | | | 0 |
| 11:15 | | 4 | | | 4 | 23:15 | | 2 | | | 2 |
| 11:30 | | 8 | | | 8 | 23:30 | | 0 | | | 0 |
| 11:45 | | 9 | | | 9 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 164 | 0 | 0 | 164 | TOTALS | 0 | 482 | 0 | 0 | 482 |
| SPLIT % | 0% | 100% | 0% | 0% | 25% | SPLIT % | 0% | 100% | 0% | 0% | 75% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 2 | | | 2 |
| 01:00 | 02:00 | | 0 | | | 0 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 2 | | | 2 |
| 05:00 | 06:00 | | 10 | | | 10 |
| 06:00 | 07:00 | | 21 | | | 21 |
| 07:00 | 08:00 | | 23 | | | 23 |
| 08:00 | 09:00 | | 34 | | | 34 |
| 09:00 | 10:00 | | 27 | | | 27 |
| 10:00 | 11:00 | | 21 | | | 21 |
| 11:00 | 12:00 | | 24 | | | 24 |
| 12:00 | 13:00 | | 70 | | | 70 |
| 13:00 | 14:00 | | 44 | | | 44 |
| 14:00 | 15:00 | | 42 | | | 42 |
| 15:00 | 16:00 | | 41 | | | 41 |
| 16:00 | 17:00 | | 113 | | | 113 |
| 17:00 | 18:00 | | 85 | | | 85 |
| 18:00 | 19:00 | | 43 | | | 43 |
| 19:00 | 20:00 | | 20 | | | 20 |
| 20:00 | 21:00 | | 8 | | | 8 |
| 21:00 | 22:00 | | 9 | | | 9 |
| 22:00 | 23:00 | | 5 | | | 5 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 164 | | | 164 |
| Peak Hour | | 7:45 | | | 7:45 |
| Peak Volume | | 38 | | | 38 |
| Peak Hour Factor | | 0.679 | | | 0.679 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 482 | | | 482 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 129 | | | 129 |
| Peak Hour Factor | | 0.645 | | | 0.645 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 57 | | | 57 |
| Peak Hour | | 7:45 | | | 7:45 |
| Peak Volume | | 38 | | | 38 |
| Peak Hour Factor | | 0.679 | | | 0.679 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 198 | | | 198 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 129 | | | 129 |
| Peak Hour Factor | | 0.645 | | | 0.645 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Dav: Tuesdav
Date: 3/12/2024

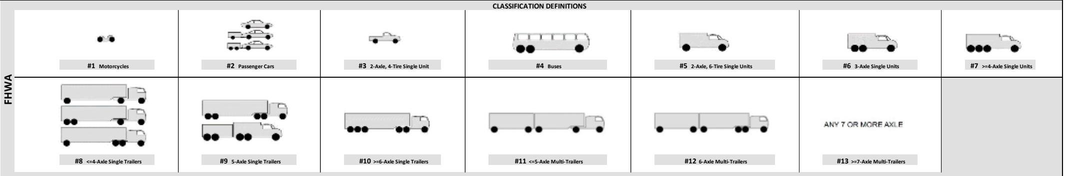
Citv: Manassas
Project #: VA24 260055 003

**HOURLY BREAKDOWN**

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 5 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 16 | 13 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 11 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 18 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 27 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 13 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 44 | 13 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 37 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 33 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 29 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 1 | 93 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 75 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 4 | 47 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 482 | 166 | 9 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 | 8 | 482 | 166 | 9 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 |
| % of Totals | | | | | | | | | | | | | | | 1% | 68% | 23% | 1% | 6% | | | | | | | | | 100% | 1% | 68% | 23% | 1% | 6% | | | | | | | | | 100% |

**CLASSIFICATION DEFINITIONS**

**FHWA**




**STATISTICS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 94 | 54 | 6 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 2 | 94 | 54 | 6 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| % | | | | | | | | | | | | | | | 0% | 13% | 8% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 13% | 8% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 | 11:45 | 11:30 | 8:00 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:00 | 11:45 | 11:30 | 8:00 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 16 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 2 | 40 | 16 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 388 | 112 | 3 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 | 6 | 388 | 112 | 3 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 |
| % | | | | | | | | | | | | | | | 1% | 55% | 16% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% | 1% | 55% | 16% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 18:00 | 16:30 | 16:15 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 | 18:00 | 16:30 | 16:15 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 107 | 31 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 4 | 107 | 31 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 21 | 21 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| % | | | | | | | | | | | | | | | 0% | 3% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 3% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 16 | 13 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 168 | 48 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 1 | 168 | 48 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| % | | | | | | | | | | | | | | | 0% | 24% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 0% | 24% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 107 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 1 | 107 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |

**15-MINUTE BREAKDOWN**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | | | | | | | | | | | | | | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | | | | | | | | | | | | | | 0 | 0 | 6 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 6 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | | | | | | | | | | | | | | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | | | | | | | | | | | | | | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | | | | | | | | | | | | | | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | | | | | | | | | | | | | | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | | | | | | | | | | | | | | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | | | | | | | | | | | | | | 0 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | | | | | | | | | | | | | | 0 | 0 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | | | | | | | | | | | | | | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | | | | | | | | | | | | | | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | | | | | | | | | | | | | | 0 | 0 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:45 | | | | | | | | | | | | | | 0 | 1 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | | | | | | | | | | | | | | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | | | | | | | | | | | | | | 0 | 0 | 9 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 9 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | | | | | | | | | | | | | | 0 | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | | | | | | | | | | | | | | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | | | | | | | | | | | | | | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | | | | | | | | | | | | | | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | | | | | | | | | | | | | | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | | | | | | | | | | | | | | 0 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | | | | | | | | | | | | | | 0 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | | | | | | | | | | | | | | 0 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | | | | | | | | | | | | | | 0 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | | | | | | | | | | | | | | 0 | 0 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | | | | | | | | | | | | | | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | | | | | | | | | | | | | | 0 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | | | | | | | | | | | | | | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | | | | | | | | | | | | | | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | | | | | | | | | | | | | | 0 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | | | | | | | | | | | | | | 0 | 1 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | | | | | | | | | | | | | | 0 | 0 | 54 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 54 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:45 | | | | | | | | | | | | | | 0 | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | | | | | | | | | | | | | | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | | | | | | | | | | | | | | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:30 | | | | | | | | | | | | | | 0 | 0 | 28 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 28 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:45 | | | | | | | | | | | | | | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | | | | | | | | | | | | | | 0 | 1 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | | | | | | | | | | | | | | 0 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | | | | | | | | | | | | | | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | | | | | | | | | | | | | | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | | | | | | | | | | | | | | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | | | | | | | | | | | | | | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 482 | 166 | 9 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 | 8 | 482 | 166 | 9 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 |
| % of Totals | | | | | | | | | | | | | | | 1% | 68% | 23% | 1% | 6% | | | | | | | | | 100% | 1% | 68% | 23% | 1% | 6% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 711 | 0 | 0 | 711 |

DAILY TOTALS

### 15-Minutes Interval

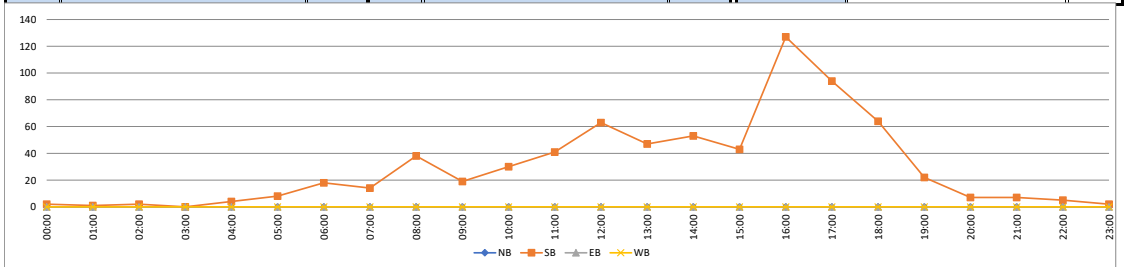
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 16 | | | 16 |
| 0:15 | | 1 | | | 1 | 12:15 | | 16 | | | 16 |
| 0:30 | | 1 | | | 1 | 12:30 | | 17 | | | 17 |
| 0:45 | | 0 | | | 0 | 12:45 | | 14 | | | 14 |
| 1:00 | | 0 | | | 0 | 13:00 | | 17 | | | 17 |
| 1:15 | | 1 | | | 1 | 13:15 | | 9 | | | 9 |
| 1:30 | | 0 | | | 0 | 13:30 | | 7 | | | 7 |
| 1:45 | | 0 | | | 0 | 13:45 | | 14 | | | 14 |
| 2:00 | | 0 | | | 0 | 14:00 | | 12 | | | 12 |
| 2:15 | | 0 | | | 0 | 14:15 | | 11 | | | 11 |
| 2:30 | | 2 | | | 2 | 14:30 | | 17 | | | 17 |
| 2:45 | | 0 | | | 0 | 14:45 | | 13 | | | 13 |
| 3:00 | | 0 | | | 0 | 15:00 | | 17 | | | 17 |
| 3:15 | | 0 | | | 0 | 15:15 | | 11 | | | 11 |
| 3:30 | | 0 | | | 0 | 15:30 | | 8 | | | 8 |
| 3:45 | | 0 | | | 0 | 15:45 | | 7 | | | 7 |
| 4:00 | | 1 | | | 1 | 16:00 | | 17 | | | 17 |
| 4:15 | | 1 | | | 1 | 16:15 | | 21 | | | 21 |
| 4:30 | | 2 | | | 2 | 16:30 | | 65 | | | 65 |
| 4:45 | | 0 | | | 0 | 16:45 | | 24 | | | 24 |
| 5:00 | | 1 | | | 1 | 17:00 | | 24 | | | 24 |
| 5:15 | | 3 | | | 3 | 17:15 | | 23 | | | 23 |
| 5:30 | | 2 | | | 2 | 17:30 | | 36 | | | 36 |
| 5:45 | | 2 | | | 2 | 17:45 | | 11 | | | 11 |
| 6:00 | | 3 | | | 3 | 18:00 | | 15 | | | 15 |
| 6:15 | | 0 | | | 0 | 18:15 | | 21 | | | 21 |
| 6:30 | | 8 | | | 8 | 18:30 | | 14 | | | 14 |
| 6:45 | | 7 | | | 7 | 18:45 | | 14 | | | 14 |
| 7:00 | | 7 | | | 7 | 19:00 | | 7 | | | 7 |
| 7:15 | | 4 | | | 4 | 19:15 | | 7 | | | 7 |
| 7:30 | | 1 | | | 1 | 19:30 | | 4 | | | 4 |
| 7:45 | | 2 | | | 2 | 19:45 | | 4 | | | 4 |
| 8:00 | | 6 | | | 6 | 20:00 | | 2 | | | 2 |
| 8:15 | | 17 | | | 17 | 20:15 | | 2 | | | 2 |
| 8:30 | | 7 | | | 7 | 20:30 | | 1 | | | 1 |
| 8:45 | | 8 | | | 8 | 20:45 | | 2 | | | 2 |
| 9:00 | | 2 | | | 2 | 21:00 | | 2 | | | 2 |
| 9:15 | | 6 | | | 6 | 21:15 | | 0 | | | 0 |
| 9:30 | | 4 | | | 4 | 21:30 | | 3 | | | 3 |
| 9:45 | | 7 | | | 7 | 21:45 | | 2 | | | 2 |
| 10:00 | | 8 | | | 8 | 22:00 | | 0 | | | 0 |
| 10:15 | | 11 | | | 11 | 22:15 | | 4 | | | 4 |
| 10:30 | | 3 | | | 3 | 22:30 | | 1 | | | 1 |
| 10:45 | | 8 | | | 8 | 22:45 | | 0 | | | 0 |
| 11:00 | | 5 | | | 5 | 23:00 | | 0 | | | 0 |
| 11:15 | | 7 | | | 7 | 23:15 | | 0 | | | 0 |
| 11:30 | | 15 | | | 15 | 23:30 | | 0 | | | 0 |
| 11:45 | | 14 | | | 14 | 23:45 | | 2 | | | 2 |
| TOTALS | 0 | 177 | 0 | 0 | 177 | TOTALS | 0 | 534 | 0 | 0 | 534 |
| SPLIT % | 0% | 100% | 0% | 0% | 25% | SPLIT % | 0% | 100% | 0% | 0% | 75% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 2 | | | 2 |
| 01:00 | 02:00 | | 1 | | | 1 |
| 02:00 | 03:00 | | 2 | | | 2 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 4 | | | 4 |
| 05:00 | 06:00 | | 8 | | | 8 |
| 06:00 | 07:00 | | 18 | | | 18 |
| 07:00 | 08:00 | | 14 | | | 14 |
| 08:00 | 09:00 | | 38 | | | 38 |
| 09:00 | 10:00 | | 19 | | | 19 |
| 10:00 | 11:00 | | 30 | | | 30 |
| 11:00 | 12:00 | | 41 | | | 41 |
| 12:00 | 13:00 | | 63 | | | 63 |
| 13:00 | 14:00 | | 47 | | | 47 |
| 14:00 | 15:00 | | 53 | | | 53 |
| 15:00 | 16:00 | | 43 | | | 43 |
| 16:00 | 17:00 | | 127 | | | 127 |
| 17:00 | 18:00 | | 94 | | | 94 |
| 18:00 | 19:00 | | 64 | | | 64 |
| 19:00 | 20:00 | | 22 | | | 22 |
| 20:00 | 21:00 | | 7 | | | 7 |
| 21:00 | 22:00 | | 7 | | | 7 |
| 22:00 | 23:00 | | 5 | | | 5 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 177 | | | 177 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 41 | | | 41 |
| Peak Hour Factor | | 0.683 | | | 0.683 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 534 | | | 534 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 136 | | | 136 |
| Peak Hour Factor | | 0.523 | | | 0.523 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 52 | | | 52 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 38 | | | 38 |
| Peak Hour Factor | | 0.559 | | | 0.559 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 221 | | | 221 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 136 | | | 136 |
| Peak Hour Factor | | 0.523 | | | 0.523 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Day: Wednesday
Date: 3/13/2024

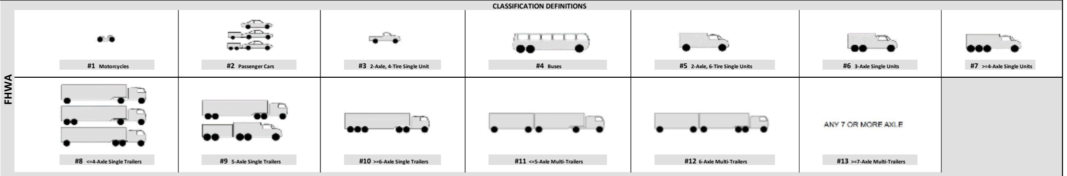
City: Manassas
Project #: VA24_260055_003

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 13 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 13 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 18 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 22 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 39 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 47 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 3 | 47 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 46 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 28 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 46 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 99 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 1 | 99 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 68 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 1 | 68 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 43 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 532 | 161 | 7 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 747 | 6 | 532 | 161 | 7 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 747 |
| % of Totals | | | | | | | | | | | | | | | 1% | 71% | 22% | 1% | 5% | | | | | | | | | 100% | 1% | 71% | 22% | 1% | 5% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

| | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 52 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 0 | 122 | 52 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| % | | | | | | | | | | | | | | | 0% | 16% | 7% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 0% | 16% | 7% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:45 | 11:30 | 7:30 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:45 | 11:45 | 11:30 | 7:30 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 19 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 3 | 46 | 19 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 410 | 109 | 3 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 551 | 6 | 410 | 109 | 3 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 551 |
| % | | | | | | | | | | | | | | | 1% | 55% | 15% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 74% | 1% | 55% | 15% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 74% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 | 14:15 | 14:15 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 12:00 | 16:30 | 14:15 | 14:15 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 101 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 3 | 101 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 17 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 26 | 17 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| % | | | | | | | | | | | | | | | 0% | 3% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 3% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:45 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 10 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 13 | 10 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 167 | 29 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 2 | 167 | 29 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| % | | | | | | | | | | | | | | | 0% | 22% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 22% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 101 | 15 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 1 | 101 | 15 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | | | | | | | | | | | | | | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | | | | | | | | | | | | | | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 | | | | | | | | | | | | | | 0 | 0 | 5 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | | | | | | | | | | | | | | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | | | | | | | | | | | | | | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | | | | | | | | | | | | | | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | | | | | | | | | | | | | | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | | | | | | | | | | | | | | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | | | | | | | | | | | | | | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | | | | | | | | | | | | | | 0 | 0 | 5 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | | | | | | | | | | | | | | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | | | | | | | | | | | | | | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | | | | | | | | | | | | | | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | | | | | | | | | | | | | | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | | | | | | | | | | | | | | 0 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | | | | | | | | | | | | | | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | | | | | | | | | | | | | | 0 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:15 | | | | | | | | | | | | | | 0 | 2 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | | | | | | | | | | | | | | 0 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | | | | | | | | | | | | | | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | | | | | | | | | | | | | | 0 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | | | | | | | | | | | | | | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | | | | | | | | | | | | | | 0 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | | | | | | | | | | | | | | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | | | | | | | | | | | | | | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | | | | | | | | | | | | | | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | | | | | | | | | | | | | | 0 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | | | | | | | | | | | | | | 0 | 0 | 5 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | | | | | | | | | | | | | | 0 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | | | | | | | | | | | | | | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | | | | | | | | | | | | | | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | | | | | | | | | | | | | | 0 | 0 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | | | | | | | | | | | | | | 0 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | | | | | | | | | | | | | | 0 | 1 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 14 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | | | | | | | | | | | | | | 0 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:45 | | | | | | | | | | | | | | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:00 | | | | | | | | | | | | | | 0 | 0 | 22 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 22 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | | | | | | | | | | | | | | 0 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:30 | | | | | | | | | | | | | | 0 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | | | | | | | | | | | | | | 0 | 1 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | | | | | | | | | | | | | | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:15 | | | | | | | | | | | | | | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | | | | | | | | | | | | | | 0 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | | | | | | | | | | | | | | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | | | | | | | | | | | | | | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | | | | | | | | | | | | | | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | | | | | | | | | | | | | | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | | | | | | | | | | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | | | | | | | | | | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 532 | 161 | 7 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 747 | 6 | 532 | 161 | 7 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 747 |
| % of Totals | | | | | | | | | | | | | | | 1% | 71% | 22% | 1% | 5% | | | | | | | | | 100% | 1% | 71% | 22% | 1% | 5% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 747 | 0 | 0 | 747 |

DAILY TOTALS

### 15-Minutes Interval

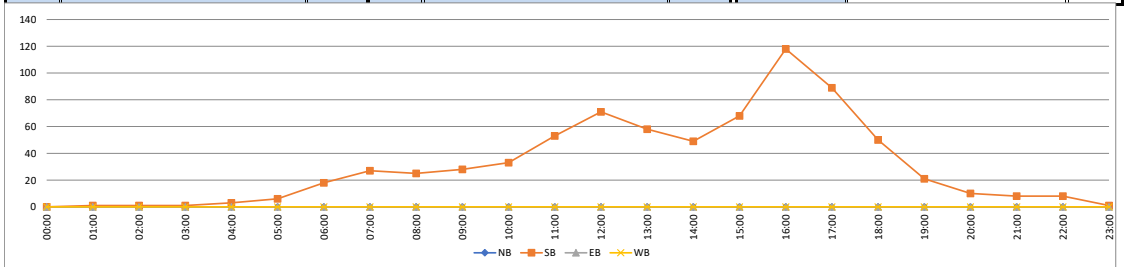
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 15 | | | 15 |
| 0:15 | | 0 | | | 0 | 12:15 | | 21 | | | 21 |
| 0:30 | | 0 | | | 0 | 12:30 | | 19 | | | 19 |
| 0:45 | | 0 | | | 0 | 12:45 | | 16 | | | 16 |
| 1:00 | | 0 | | | 0 | 13:00 | | 14 | | | 14 |
| 1:15 | | 1 | | | 1 | 13:15 | | 17 | | | 17 |
| 1:30 | | 0 | | | 0 | 13:30 | | 15 | | | 15 |
| 1:45 | | 0 | | | 0 | 13:45 | | 12 | | | 12 |
| 2:00 | | 0 | | | 0 | 14:00 | | 8 | | | 8 |
| 2:15 | | 0 | | | 0 | 14:15 | | 7 | | | 7 |
| 2:30 | | 0 | | | 0 | 14:30 | | 20 | | | 20 |
| 2:45 | | 1 | | | 1 | 14:45 | | 14 | | | 14 |
| 3:00 | | 0 | | | 0 | 15:00 | | 19 | | | 19 |
| 3:15 | | 0 | | | 0 | 15:15 | | 15 | | | 15 |
| 3:30 | | 0 | | | 0 | 15:30 | | 13 | | | 13 |
| 3:45 | | 1 | | | 1 | 15:45 | | 21 | | | 21 |
| 4:00 | | 0 | | | 0 | 16:00 | | 28 | | | 28 |
| 4:15 | | 0 | | | 0 | 16:15 | | 20 | | | 20 |
| 4:30 | | 2 | | | 2 | 16:30 | | 38 | | | 38 |
| 4:45 | | 1 | | | 1 | 16:45 | | 32 | | | 32 |
| 5:00 | | 0 | | | 0 | 17:00 | | 27 | | | 27 |
| 5:15 | | 3 | | | 3 | 17:15 | | 21 | | | 21 |
| 5:30 | | 1 | | | 1 | 17:30 | | 25 | | | 25 |
| 5:45 | | 2 | | | 2 | 17:45 | | 16 | | | 16 |
| 6:00 | | 3 | | | 3 | 18:00 | | 14 | | | 14 |
| 6:15 | | 2 | | | 2 | 18:15 | | 13 | | | 13 |
| 6:30 | | 2 | | | 2 | 18:30 | | 14 | | | 14 |
| 6:45 | | 11 | | | 11 | 18:45 | | 9 | | | 9 |
| 7:00 | | 5 | | | 5 | 19:00 | | 8 | | | 8 |
| 7:15 | | 8 | | | 8 | 19:15 | | 5 | | | 5 |
| 7:30 | | 9 | | | 9 | 19:30 | | 4 | | | 4 |
| 7:45 | | 5 | | | 5 | 19:45 | | 4 | | | 4 |
| 8:00 | | 6 | | | 6 | 20:00 | | 4 | | | 4 |
| 8:15 | | 10 | | | 10 | 20:15 | | 2 | | | 2 |
| 8:30 | | 7 | | | 7 | 20:30 | | 3 | | | 3 |
| 8:45 | | 2 | | | 2 | 20:45 | | 1 | | | 1 |
| 9:00 | | 7 | | | 7 | 21:00 | | 3 | | | 3 |
| 9:15 | | 14 | | | 14 | 21:15 | | 0 | | | 0 |
| 9:30 | | 2 | | | 2 | 21:30 | | 2 | | | 2 |
| 9:45 | | 5 | | | 5 | 21:45 | | 3 | | | 3 |
| 10:00 | | 5 | | | 5 | 22:00 | | 1 | | | 1 |
| 10:15 | | 13 | | | 13 | 22:15 | | 4 | | | 4 |
| 10:30 | | 9 | | | 9 | 22:30 | | 2 | | | 2 |
| 10:45 | | 6 | | | 6 | 22:45 | | 1 | | | 1 |
| 11:00 | | 7 | | | 7 | 23:00 | | 0 | | | 0 |
| 11:15 | | 13 | | | 13 | 23:15 | | 0 | | | 0 |
| 11:30 | | 18 | | | 18 | 23:30 | | 0 | | | 0 |
| 11:45 | | 15 | | | 15 | 23:45 | | 1 | | | 1 |
| TOTALS | 0 | 196 | 0 | 0 | 196 | TOTALS | 0 | 551 | 0 | 0 | 551 |
| SPLIT % | 0% | 100% | 0% | 0% | 26% | SPLIT % | 0% | 100% | 0% | 0% | 74% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 1 | | | 1 |
| 02:00 | 03:00 | | 1 | | | 1 |
| 03:00 | 04:00 | | 1 | | | 1 |
| 04:00 | 05:00 | | 3 | | | 3 |
| 05:00 | 06:00 | | 6 | | | 6 |
| 06:00 | 07:00 | | 18 | | | 18 |
| 07:00 | 08:00 | | 27 | | | 27 |
| 08:00 | 09:00 | | 25 | | | 25 |
| 09:00 | 10:00 | | 28 | | | 28 |
| 10:00 | 11:00 | | 33 | | | 33 |
| 11:00 | 12:00 | | 53 | | | 53 |
| 12:00 | 13:00 | | 71 | | | 71 |
| 13:00 | 14:00 | | 58 | | | 58 |
| 14:00 | 15:00 | | 49 | | | 49 |
| 15:00 | 16:00 | | 68 | | | 68 |
| 16:00 | 17:00 | | 118 | | | 118 |
| 17:00 | 18:00 | | 89 | | | 89 |
| 18:00 | 19:00 | | 50 | | | 50 |
| 19:00 | 20:00 | | 21 | | | 21 |
| 20:00 | 21:00 | | 10 | | | 10 |
| 21:00 | 22:00 | | 8 | | | 8 |
| 22:00 | 23:00 | | 8 | | | 8 |
| 23:00 | 00:00 | | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 196 | | | 196 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 53 | | | 53 |
| Peak Hour Factor | | 0.736 | | | 0.736 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 551 | | | 551 |
| Peak Hour | | 16:00 | | | 16:00 |
| Peak Volume | | 118 | | | 118 |
| Peak Hour Factor | | 0.776 | | | 0.776 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 52 | | | 52 |
| Peak Hour | | 7:30 | | | 7:30 |
| Peak Volume | | 30 | | | 30 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 207 | | | 207 |
| Peak Hour | | 16:00 | | | 16:00 |
| Peak Volume | | 118 | | | 118 |
| Peak Hour Factor | | 0.776 | | | 0.776 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Day: Thursday
Date: 3/14/2024

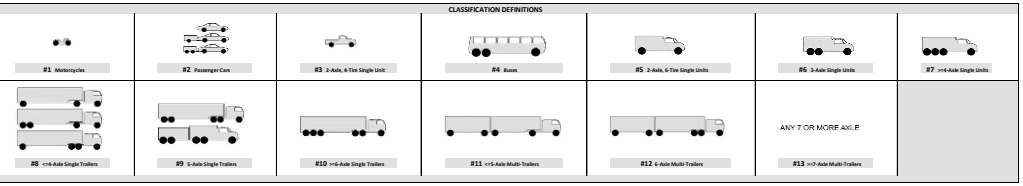
City: Manassas
Project #: VA24 260055 003

### HOURLY BREAKDOWN

| Time | NORTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SOUTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 15 | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 14 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 19 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 22 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 42 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 1 | 57 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 37 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 39 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 1 | 35 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 69 | 19 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 2 | 69 | 19 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 70 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 3 | 70 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 37 | 9 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 6 | 37 | 9 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 524 | 154 | 13 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 751 | 14 | 524 | 154 | 13 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 751 |
| % of Totals | | | | | | | | | | | | | | | 2% | 70% | 21% | 2% | 6% | | | | | | | | | 100% | 2% | 70% | 21% | 2% | 6% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | 0% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### 15-MINUTE BREAKDOWN

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 6 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 1 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 0 | 15 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 0 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 12 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 1 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 0 | 1 | 15 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:15 | 0 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 21 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:45 | 0 | 1 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 0 | 2 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 0 | 0 | 23 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:45 | 0 | 1 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:15 | 0 | 0 | 6 | 6 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 0 | 0 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |


| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 751 | 0 | 0 | 751 |

DAILY TOTALS

### 15-Minutes Interval

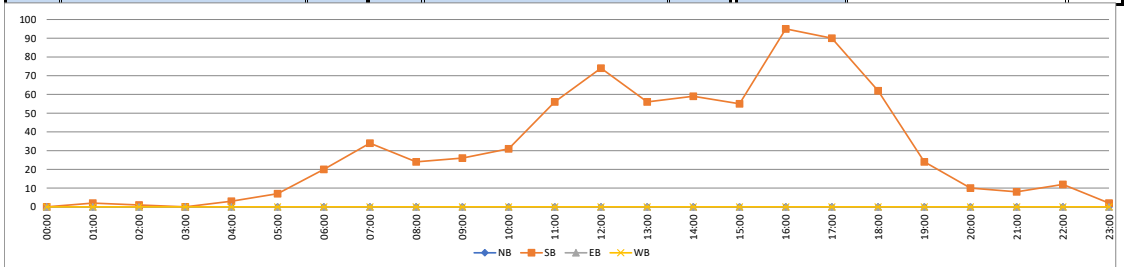
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 18 | | | 18 |
| 0:15 | | 0 | | | 0 | 12:15 | | 19 | | | 19 |
| 0:30 | | 0 | | | 0 | 12:30 | | 23 | | | 23 |
| 0:45 | | 0 | | | 0 | 12:45 | | 14 | | | 14 |
| 1:00 | | 0 | | | 0 | 13:00 | | 14 | | | 14 |
| 1:15 | | 0 | | | 0 | 13:15 | | 21 | | | 21 |
| 1:30 | | 0 | | | 0 | 13:30 | | 10 | | | 10 |
| 1:45 | | 2 | | | 2 | 13:45 | | 11 | | | 11 |
| 2:00 | | 0 | | | 0 | 14:00 | | 15 | | | 15 |
| 2:15 | | 0 | | | 0 | 14:15 | | 10 | | | 10 |
| 2:30 | | 0 | | | 0 | 14:30 | | 20 | | | 20 |
| 2:45 | | 1 | | | 1 | 14:45 | | 14 | | | 14 |
| 3:00 | | 0 | | | 0 | 15:00 | | 16 | | | 16 |
| 3:15 | | 0 | | | 0 | 15:15 | | 9 | | | 9 |
| 3:30 | | 0 | | | 0 | 15:30 | | 17 | | | 17 |
| 3:45 | | 0 | | | 0 | 15:45 | | 13 | | | 13 |
| 4:00 | | 1 | | | 1 | 16:00 | | 21 | | | 21 |
| 4:15 | | 0 | | | 0 | 16:15 | | 17 | | | 17 |
| 4:30 | | 1 | | | 1 | 16:30 | | 32 | | | 32 |
| 4:45 | | 1 | | | 1 | 16:45 | | 25 | | | 25 |
| 5:00 | | 1 | | | 1 | 17:00 | | 20 | | | 20 |
| 5:15 | | 2 | | | 2 | 17:15 | | 19 | | | 19 |
| 5:30 | | 2 | | | 2 | 17:30 | | 31 | | | 31 |
| 5:45 | | 2 | | | 2 | 17:45 | | 20 | | | 20 |
| 6:00 | | 3 | | | 3 | 18:00 | | 18 | | | 18 |
| 6:15 | | 0 | | | 0 | 18:15 | | 17 | | | 17 |
| 6:30 | | 4 | | | 4 | 18:30 | | 21 | | | 21 |
| 6:45 | | 13 | | | 13 | 18:45 | | 6 | | | 6 |
| 7:00 | | 10 | | | 10 | 19:00 | | 3 | | | 3 |
| 7:15 | | 3 | | | 3 | 19:15 | | 10 | | | 10 |
| 7:30 | | 17 | | | 17 | 19:30 | | 7 | | | 7 |
| 7:45 | | 4 | | | 4 | 19:45 | | 4 | | | 4 |
| 8:00 | | 9 | | | 9 | 20:00 | | 4 | | | 4 |
| 8:15 | | 1 | | | 1 | 20:15 | | 3 | | | 3 |
| 8:30 | | 4 | | | 4 | 20:30 | | 2 | | | 2 |
| 8:45 | | 10 | | | 10 | 20:45 | | 1 | | | 1 |
| 9:00 | | 9 | | | 9 | 21:00 | | 3 | | | 3 |
| 9:15 | | 5 | | | 5 | 21:15 | | 1 | | | 1 |
| 9:30 | | 7 | | | 7 | 21:30 | | 3 | | | 3 |
| 9:45 | | 5 | | | 5 | 21:45 | | 1 | | | 1 |
| 10:00 | | 9 | | | 9 | 22:00 | | 4 | | | 4 |
| 10:15 | | 7 | | | 7 | 22:15 | | 3 | | | 3 |
| 10:30 | | 10 | | | 10 | 22:30 | | 4 | | | 4 |
| 10:45 | | 5 | | | 5 | 22:45 | | 1 | | | 1 |
| 11:00 | | 14 | | | 14 | 23:00 | | 0 | | | 0 |
| 11:15 | | 12 | | | 12 | 23:15 | | 0 | | | 0 |
| 11:30 | | 20 | | | 20 | 23:30 | | 0 | | | 0 |
| 11:45 | | 10 | | | 10 | 23:45 | | 2 | | | 2 |
| TOTALS | 0 | 204 | 0 | 0 | 204 | TOTALS | 0 | 547 | 0 | 0 | 547 |
| SPLIT % | 0% | 100% | 0% | 0% | 27% | SPLIT % | 0% | 100% | 0% | 0% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 2 | | | 2 |
| 02:00 | 03:00 | | 1 | | | 1 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 3 | | | 3 |
| 05:00 | 06:00 | | 7 | | | 7 |
| 06:00 | 07:00 | | 20 | | | 20 |
| 07:00 | 08:00 | | 34 | | | 34 |
| 08:00 | 09:00 | | 24 | | | 24 |
| 09:00 | 10:00 | | 26 | | | 26 |
| 10:00 | 11:00 | | 31 | | | 31 |
| 11:00 | 12:00 | | 56 | | | 56 |
| 12:00 | 13:00 | | 74 | | | 74 |
| 13:00 | 14:00 | | 56 | | | 56 |
| 14:00 | 15:00 | | 59 | | | 59 |
| 15:00 | 16:00 | | 55 | | | 55 |
| 16:00 | 17:00 | | 95 | | | 95 |
| 17:00 | 18:00 | | 90 | | | 90 |
| 18:00 | 19:00 | | 62 | | | 62 |
| 19:00 | 20:00 | | 24 | | | 24 |
| 20:00 | 21:00 | | 10 | | | 10 |
| 21:00 | 22:00 | | 8 | | | 8 |
| 22:00 | 23:00 | | 12 | | | 12 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 204 | | | 204 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 56 | | | 56 |
| Peak Hour Factor | | 0.700 | | | 0.700 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 547 | | | 547 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 96 | | | 96 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 58 | | | 58 |
| Peak Hour | | 7:00 | | | 7:00 |
| Peak Volume | | 34 | | | 34 |
| Peak Hour Factor | | 0.500 | | | 0.500 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 185 | | | 185 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 96 | | | 96 |
| Peak Hour Factor | | 0.750 | | | 0.750 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Day: Friday
Date: 3/15/2024

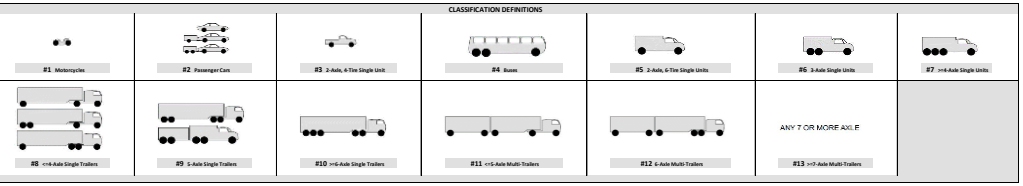
City: Manassas
Project #: VA24 260055 003

### HOURLY BREAKDOWN

| Time | NORTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SOUTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 15 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 22 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 15 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 17 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 38 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 1 | 53 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 16 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 31 | 16 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 35 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 44 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 13 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 59 | 13 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 49 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 20 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 462 | 117 | 10 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 635 | 6 | 462 | 117 | 10 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 635 |
| % of Totals | | | | | | | | | | | | | | | 1% | 73% | 18% | 2% | 6% | | | | | | | | | 100% | 1% | 73% | 18% | 2% | 6% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### 15-MINUTE BREAKDOWN

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 1 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 1 |
| 1:30 | | | | | | | | | | | | | | 2 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 2 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 3 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 3 |
| 4:45 | | | | | | | | | | | | | | 2 |
| 5:00 | | | | | | | | | | | | | | 2 |
| 5:15 | | | | | | | | | | | | | | 1 |
| 5:30 | | | | | | | | | | | | | | 1 |
| 5:45 | | | | | | | | | | | | | | 3 |
| 6:00 | | | | | | | | | | | | | | 1 |
| 6:15 | | | | | | | | | | | | | | 2 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 5 |
| 7:00 | | | | | | | | | | | | | | 7 |
| 7:15 | | | | | | | | | | | | | | 5 |
| 7:30 | | | | | | | | | | | | | | 5 |
| 7:45 | | | | | | | | | | | | | | 9 |
| 8:00 | | | | | | | | | | | | | | 7 |
| 8:15 | | | | | | | | | | | | | | 11 |
| 8:30 | | | | | | | | | | | | | | 6 |
| 8:45 | | | | | | | | | | | | | | 12 |
| 9:00 | | | | | | | | | | | | | | 8 |
| 9:15 | | | | | | | | | | | | | | 3 |
| 9:30 | | | | | | | | | | | | | | 6 |
| 9:45 | | | | | | | | | | | | | | 5 |
| 10:00 | | | | | | | | | | | | | | 4 |
| 10:15 | | | | | | | | | | | | | | 8 |
| 10:30 | | | | | | | | | | | | | | 11 |
| 10:45 | | | | | | | | | | | | | | 8 |
| 11:00 | | | | | | | | | | | | | | 8 |
| 11:15 | | | | | | | | | | | | | | 16 |
| 11:30 | | | | | | | | | | | | | | 11 |
| 11:45 | | | | | | | | | | | | | | 11 |
| 12:00 | | | | | | | | | | | | | | 21 |
| 12:15 | | | | | | | | | | | | | | 16 |
| 12:30 | | | | | | | | | | | | | | 18 |
| 12:45 | | | | | | | | | | | | | | 14 |
| 13:00 | | | | | | | | | | | | | | 19 |
| 13:15 | | | | | | | | | | | | | | 9 |
| 13:30 | | | | | | | | | | | | | | 15 |
| 13:45 | | | | | | | | | | | | | | 11 |
| 14:00 | | | | | | | | | | | | | | 15 |
| 14:15 | | | | | | | | | | | | | | 10 |
| 14:30 | | | | | | | | | | | | | | 24 |
| 14:45 | | | | | | | | | | | | | | 6 |
| 15:00 | | | | | | | | | | | | | | 9 |
| 15:15 | | | | | | | | | | | | | | 13 |
| 15:30 | | | | | | | | | | | | | | 14 |
| 15:45 | | | | | | | | | | | | | | 16 |
| 16:00 | | | | | | | | | | | | | | 26 |
| 16:15 | | | | | | | | | | | | | | 17 |
| 16:30 | | | | | | | | | | | | | | 21 |
| 16:45 | | | | | | | | | | | | | | 13 |
| 17:00 | | | | | | | | | | | | | | 21 |
| 17:15 | | | | | | | | | | | | | | 18 |
| 17:30 | | | | | | | | | | | | | | 13 |
| 17:45 | | | | | | | | | | | | | | 9 |
| 18:00 | | | | | | | | | | | | | | 8 |
| 18:15 | | | | | | | | | | | | | | 7 |
| 18:30 | | | | | | | | | | | | | | 3 |
| 18:45 | | | | | | | | | | | | | | 6 |
| 19:00 | | | | | | | | | | | | | | 7 |
| 19:15 | | | | | | | | | | | | | | 3 |
| 19:30 | | | | | | | | | | | | | | 7 |
| 19:45 | | | | | | | | | | | | | | 3 |
| 20:00 | | | | | | | | | | | | | | 4 |
| 20:15 | | | | | | | | | | | | | | 2 |
| 20:30 | | | | | | | | | | | | | | 4 |
| 20:45 | | | | | | | | | | | | | | 2 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 2 |
| 21:30 | | | | | | | | | | | | | | 3 |
| 21:45 | | | | | | | | | | | | | | 2 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 1 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 2 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 1 |
| 23:30 | | | | | | | | | | | | | | 1 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |


| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 635 | 0 | 0 | 635 |

DAILY TOTALS

### 15-Minutes Interval

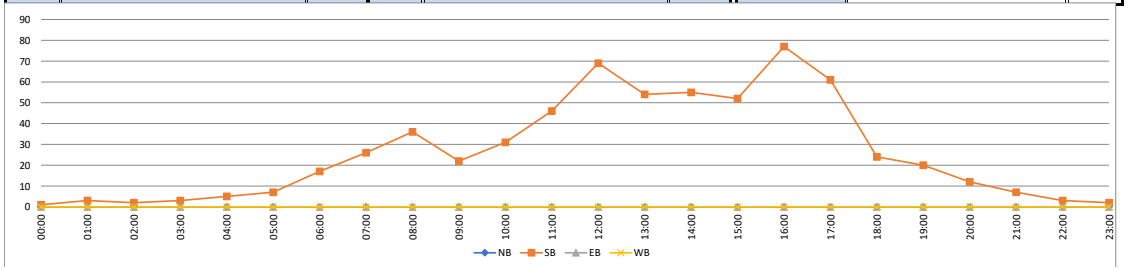
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 21 | | | 21 |
| 0:15 | | 1 | | | 1 | 12:15 | | 16 | | | 16 |
| 0:30 | | 0 | | | 0 | 12:30 | | 18 | | | 18 |
| 0:45 | | 0 | | | 0 | 12:45 | | 14 | | | 14 |
| 1:00 | | 0 | | | 0 | 13:00 | | 19 | | | 19 |
| 1:15 | | 1 | | | 1 | 13:15 | | 9 | | | 9 |
| 1:30 | | 2 | | | 2 | 13:30 | | 15 | | | 15 |
| 1:45 | | 0 | | | 0 | 13:45 | | 11 | | | 11 |
| 2:00 | | 0 | | | 0 | 14:00 | | 15 | | | 15 |
| 2:15 | | 0 | | | 0 | 14:15 | | 10 | | | 10 |
| 2:30 | | 0 | | | 0 | 14:30 | | 24 | | | 24 |
| 2:45 | | 2 | | | 2 | 14:45 | | 6 | | | 6 |
| 3:00 | | 0 | | | 0 | 15:00 | | 9 | | | 9 |
| 3:15 | | 0 | | | 0 | 15:15 | | 13 | | | 13 |
| 3:30 | | 0 | | | 0 | 15:30 | | 14 | | | 14 |
| 3:45 | | 3 | | | 3 | 15:45 | | 16 | | | 16 |
| 4:00 | | 0 | | | 0 | 16:00 | | 26 | | | 26 |
| 4:15 | | 0 | | | 0 | 16:15 | | 17 | | | 17 |
| 4:30 | | 3 | | | 3 | 16:30 | | 21 | | | 21 |
| 4:45 | | 2 | | | 2 | 16:45 | | 13 | | | 13 |
| 5:00 | | 2 | | | 2 | 17:00 | | 21 | | | 21 |
| 5:15 | | 1 | | | 1 | 17:15 | | 18 | | | 18 |
| 5:30 | | 1 | | | 1 | 17:30 | | 13 | | | 13 |
| 5:45 | | 3 | | | 3 | 17:45 | | 9 | | | 9 |
| 6:00 | | 1 | | | 1 | 18:00 | | 8 | | | 8 |
| 6:15 | | 2 | | | 2 | 18:15 | | 7 | | | 7 |
| 6:30 | | 9 | | | 9 | 18:30 | | 3 | | | 3 |
| 6:45 | | 5 | | | 5 | 18:45 | | 6 | | | 6 |
| 7:00 | | 7 | | | 7 | 19:00 | | 7 | | | 7 |
| 7:15 | | 5 | | | 5 | 19:15 | | 3 | | | 3 |
| 7:30 | | 5 | | | 5 | 19:30 | | 7 | | | 7 |
| 7:45 | | 9 | | | 9 | 19:45 | | 3 | | | 3 |
| 8:00 | | 7 | | | 7 | 20:00 | | 4 | | | 4 |
| 8:15 | | 11 | | | 11 | 20:15 | | 2 | | | 2 |
| 8:30 | | 6 | | | 6 | 20:30 | | 4 | | | 4 |
| 8:45 | | 12 | | | 12 | 20:45 | | 2 | | | 2 |
| 9:00 | | 8 | | | 8 | 21:00 | | 0 | | | 0 |
| 9:15 | | 3 | | | 3 | 21:15 | | 2 | | | 2 |
| 9:30 | | 6 | | | 6 | 21:30 | | 3 | | | 3 |
| 9:45 | | 5 | | | 5 | 21:45 | | 2 | | | 2 |
| 10:00 | | 4 | | | 4 | 22:00 | | 0 | | | 0 |
| 10:15 | | 8 | | | 8 | 22:15 | | 1 | | | 1 |
| 10:30 | | 11 | | | 11 | 22:30 | | 0 | | | 0 |
| 10:45 | | 8 | | | 8 | 22:45 | | 2 | | | 2 |
| 11:00 | | 8 | | | 8 | 23:00 | | 0 | | | 0 |
| 11:15 | | 16 | | | 16 | 23:15 | | 1 | | | 1 |
| 11:30 | | 11 | | | 11 | 23:30 | | 1 | | | 1 |
| 11:45 | | 11 | | | 11 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 199 | 0 | 0 | 199 | TOTALS | 0 | 436 | 0 | 0 | 436 |
| SPLIT % | 0% | 100% | 0% | 0% | 31% | SPLIT % | 0% | 100% | 0% | 0% | 69% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 1 | | | 1 |
| 01:00 | 02:00 | | 3 | | | 3 |
| 02:00 | 03:00 | | 2 | | | 2 |
| 03:00 | 04:00 | | 3 | | | 3 |
| 04:00 | 05:00 | | 5 | | | 5 |
| 05:00 | 06:00 | | 7 | | | 7 |
| 06:00 | 07:00 | | 17 | | | 17 |
| 07:00 | 08:00 | | 26 | | | 26 |
| 08:00 | 09:00 | | 36 | | | 36 |
| 09:00 | 10:00 | | 22 | | | 22 |
| 10:00 | 11:00 | | 31 | | | 31 |
| 11:00 | 12:00 | | 46 | | | 46 |
| 12:00 | 13:00 | | 69 | | | 69 |
| 13:00 | 14:00 | | 54 | | | 54 |
| 14:00 | 15:00 | | 55 | | | 55 |
| 15:00 | 16:00 | | 52 | | | 52 |
| 16:00 | 17:00 | | 77 | | | 77 |
| 17:00 | 18:00 | | 61 | | | 61 |
| 18:00 | 19:00 | | 24 | | | 24 |
| 19:00 | 20:00 | | 20 | | | 20 |
| 20:00 | 21:00 | | 12 | | | 12 |
| 21:00 | 22:00 | | 7 | | | 7 |
| 22:00 | 23:00 | | 3 | | | 3 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 199 | | | 199 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 46 | | | 46 |
| Peak Hour Factor | | 0.719 | | | 0.719 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 436 | | | 436 |
| Peak Hour | | 15:45 | | | 15:45 |
| Peak Volume | | 80 | | | 80 |
| Peak Hour Factor | | 0.769 | | | 0.769 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 62 | | | 62 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 36 | | | 36 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 138 | | | 138 |
| Peak Hour | | 16:00 | | | 16:00 |
| Peak Volume | | 77 | | | 77 |
| Peak Hour Factor | | 0.740 | | | 0.740 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Day: Saturday
Date: 3/16/2024

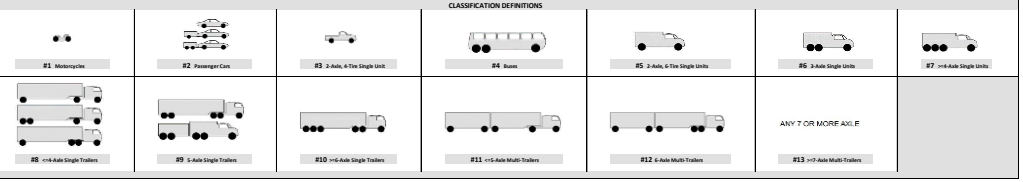
City: Manassas
Project #: VA24 260055 003

### HOURLY BREAKDOWN

| Time | NORTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SOUTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 25 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 18 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 232 | 51 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 16 | 232 | 51 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| % of Totals | | | | | | | | | | | | | | | 5% | 74% | 16% | | 4% | | | | | | | | | 100% | 5% | 74% | 16% | | 4% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### 15-MINUTE BREAKDOWN

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 1 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |


| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 313 | 0 | 0 | 313 |

DAILY TOTALS

### 15-Minutes Interval

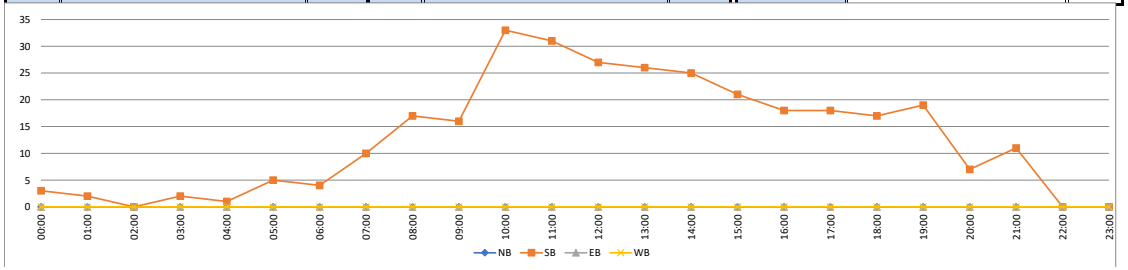
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 9 | | | 9 |
| 0:15 | | 0 | | | 0 | 12:15 | | 5 | | | 5 |
| 0:30 | | 1 | | | 1 | 12:30 | | 5 | | | 5 |
| 0:45 | | 2 | | | 2 | 12:45 | | 8 | | | 8 |
| 1:00 | | 2 | | | 2 | 13:00 | | 6 | | | 6 |
| 1:15 | | 0 | | | 0 | 13:15 | | 6 | | | 6 |
| 1:30 | | 0 | | | 0 | 13:30 | | 7 | | | 7 |
| 1:45 | | 0 | | | 0 | 13:45 | | 7 | | | 7 |
| 2:00 | | 0 | | | 0 | 14:00 | | 4 | | | 4 |
| 2:15 | | 0 | | | 0 | 14:15 | | 11 | | | 11 |
| 2:30 | | 0 | | | 0 | 14:30 | | 3 | | | 3 |
| 2:45 | | 0 | | | 0 | 14:45 | | 7 | | | 7 |
| 3:00 | | 2 | | | 2 | 15:00 | | 3 | | | 3 |
| 3:15 | | 0 | | | 0 | 15:15 | | 6 | | | 6 |
| 3:30 | | 0 | | | 0 | 15:30 | | 5 | | | 5 |
| 3:45 | | 0 | | | 0 | 15:45 | | 7 | | | 7 |
| 4:00 | | 1 | | | 1 | 16:00 | | 4 | | | 4 |
| 4:15 | | 0 | | | 0 | 16:15 | | 3 | | | 3 |
| 4:30 | | 0 | | | 0 | 16:30 | | 10 | | | 10 |
| 4:45 | | 0 | | | 0 | 16:45 | | 1 | | | 1 |
| 5:00 | | 0 | | | 0 | 17:00 | | 5 | | | 5 |
| 5:15 | | 3 | | | 3 | 17:15 | | 4 | | | 4 |
| 5:30 | | 2 | | | 2 | 17:30 | | 4 | | | 4 |
| 5:45 | | 0 | | | 0 | 17:45 | | 5 | | | 5 |
| 6:00 | | 0 | | | 0 | 18:00 | | 6 | | | 6 |
| 6:15 | | 3 | | | 3 | 18:15 | | 5 | | | 5 |
| 6:30 | | 1 | | | 1 | 18:30 | | 1 | | | 1 |
| 6:45 | | 0 | | | 0 | 18:45 | | 5 | | | 5 |
| 7:00 | | 3 | | | 3 | 19:00 | | 6 | | | 6 |
| 7:15 | | 3 | | | 3 | 19:15 | | 5 | | | 5 |
| 7:30 | | 3 | | | 3 | 19:30 | | 4 | | | 4 |
| 7:45 | | 1 | | | 1 | 19:45 | | 4 | | | 4 |
| 8:00 | | 6 | | | 6 | 20:00 | | 3 | | | 3 |
| 8:15 | | 3 | | | 3 | 20:15 | | 2 | | | 2 |
| 8:30 | | 5 | | | 5 | 20:30 | | 0 | | | 0 |
| 8:45 | | 3 | | | 3 | 20:45 | | 2 | | | 2 |
| 9:00 | | 1 | | | 1 | 21:00 | | 3 | | | 3 |
| 9:15 | | 4 | | | 4 | 21:15 | | 6 | | | 6 |
| 9:30 | | 5 | | | 5 | 21:30 | | 1 | | | 1 |
| 9:45 | | 6 | | | 6 | 21:45 | | 1 | | | 1 |
| 10:00 | | 11 | | | 11 | 22:00 | | 0 | | | 0 |
| 10:15 | | 6 | | | 6 | 22:15 | | 0 | | | 0 |
| 10:30 | | 7 | | | 7 | 22:30 | | 0 | | | 0 |
| 10:45 | | 9 | | | 9 | 22:45 | | 0 | | | 0 |
| 11:00 | | 9 | | | 9 | 23:00 | | 0 | | | 0 |
| 11:15 | | 4 | | | 4 | 23:15 | | 0 | | | 0 |
| 11:30 | | 2 | | | 2 | 23:30 | | 0 | | | 0 |
| 11:45 | | 16 | | | 16 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 124 | 0 | 0 | 124 | TOTALS | 0 | 189 | 0 | 0 | 189 |
| SPLIT % | 0% | 100% | 0% | 0% | 40% | SPLIT % | 0% | 100% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 3 | | | 3 |
| 01:00 | 02:00 | | 2 | | | 2 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 2 | | | 2 |
| 04:00 | 05:00 | | 1 | | | 1 |
| 05:00 | 06:00 | | 5 | | | 5 |
| 06:00 | 07:00 | | 4 | | | 4 |
| 07:00 | 08:00 | | 10 | | | 10 |
| 08:00 | 09:00 | | 17 | | | 17 |
| 09:00 | 10:00 | | 16 | | | 16 |
| 10:00 | 11:00 | | 33 | | | 33 |
| 11:00 | 12:00 | | 31 | | | 31 |
| 12:00 | 13:00 | | 27 | | | 27 |
| 13:00 | 14:00 | | 26 | | | 26 |
| 14:00 | 15:00 | | 25 | | | 25 |
| 15:00 | 16:00 | | 21 | | | 21 |
| 16:00 | 17:00 | | 18 | | | 18 |
| 17:00 | 18:00 | | 18 | | | 18 |
| 18:00 | 19:00 | | 17 | | | 17 |
| 19:00 | 20:00 | | 19 | | | 19 |
| 20:00 | 21:00 | | 7 | | | 7 |
| 21:00 | 22:00 | | 11 | | | 11 |
| 22:00 | 23:00 | | 0 | | | 0 |
| 23:00 | 00:00 | | 0 | | | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 124 | | | 124 |
| Peak Hour | | 10:00 | | | 10:00 |
| Peak Volume | | 33 | | | 33 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 189 | | | 189 |
| Peak Hour | | 13:30 | | | 13:30 |
| Peak Volume | | 29 | | | 29 |
| Peak Hour Factor | | 0.659 | | | 0.659 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 27 | | | 27 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 17 | | | 17 |
| Peak Hour Factor | | 0.708 | | | 0.708 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 36 | | | 36 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.500 | | | 0.500 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Observation Rd N/O Piper Ln

Day: Sunday
Date: 3/17/2024

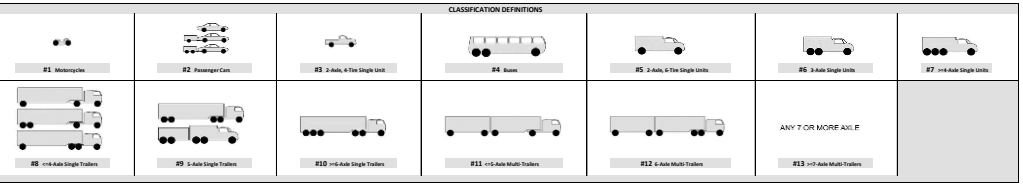
City: Manassas
Project #: VA24 260055 003

### HOURLY BREAKDOWN

| Time | NORTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SOUTHBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 168 | 41 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 12 | 168 | 41 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| % of Totals | | | | | | | | | | | | | | | 5% | 74% | 18% | | 3% | | | | | | | | | 100% | 5% | 74% | 18% | | 3% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### 15-MINUTE BREAKDOWN

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 1 |
| 2:00 | | | | | | | | | | | | | | 1 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 1 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 1 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 2 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 1 |
| 7:15 | | | | | | | | | | | | | | 1 |
| 7:30 | | | | | | | | | | | | | | 1 |
| 7:45 | | | | | | | | | | | | | | 3 |
| 8:00 | | | | | | | | | | | | | | 2 |
| 8:15 | | | | | | | | | | | | | | 3 |
| 8:30 | | | | | | | | | | | | | | 1 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 2 |
| 9:15 | | | | | | | | | | | | | | 1 |
| 9:30 | | | | | | | | | | | | | | 4 |
| 9:45 | | | | | | | | | | | | | | 1 |
| 10:00 | | | | | | | | | | | | | | 3 |
| 10:15 | | | | | | | | | | | | | | 2 |
| 10:30 | | | | | | | | | | | | | | 2 |
| 10:45 | | | | | | | | | | | | | | 5 |
| 11:00 | | | | | | | | | | | | | | 6 |
| 11:15 | | | | | | | | | | | | | | 3 |
| 11:30 | | | | | | | | | | | | | | 7 |
| 11:45 | | | | | | | | | | | | | | 7 |
| 12:00 | | | | | | | | | | | | | | 5 |
| 12:15 | | | | | | | | | | | | | | 6 |
| 12:30 | | | | | | | | | | | | | | 7 |
| 12:45 | | | | | | | | | | | | | | 7 |
| 13:00 | | | | | | | | | | | | | | 3 |
| 13:15 | | | | | | | | | | | | | | 9 |
| 13:30 | | | | | | | | | | | | | | 4 |
| 13:45 | | | | | | | | | | | | | | 7 |
| 14:00 | | | | | | | | | | | | | | 2 |
| 14:15 | | | | | | | | | | | | | | 4 |
| 14:30 | | | | | | | | | | | | | | 6 |
| 14:45 | | | | | | | | | | | | | | 6 |
| 15:00 | | | | | | | | | | | | | | 2 |
| 15:15 | | | | | | | | | | | | | | 6 |
| 15:30 | | | | | | | | | | | | | | 9 |
| 15:45 | | | | | | | | | | | | | | 2 |
| 16:00 | | | | | | | | | | | | | | 8 |
| 16:15 | | | | | | | | | | | | | | 5 |
| 16:30 | | | | | | | | | | | | | | 2 |
| 16:45 | | | | | | | | | | | | | | 9 |
| 17:00 | | | | | | | | | | | | | | 11 |
| 17:15 | | | | | | | | | | | | | | 5 |
| 17:30 | | | | | | | | | | | | | | 3 |
| 17:45 | | | | | | | | | | | | | | 3 |
| 18:00 | | | | | | | | | | | | | | 5 |
| 18:15 | | | | | | | | | | | | | | 4 |
| 18:30 | | | | | | | | | | | | | | 2 |
| 18:45 | | | | | | | | | | | | | | 5 |
| 19:00 | | | | | | | | | | | | | | 1 |
| 19:15 | | | | | | | | | | | | | | 2 |
| 19:30 | | | | | | | | | | | | | | 1 |
| 19:45 | | | | | | | | | | | | | | 1 |
| 20:00 | | | | | | | | | | | | | | 2 |
| 20:15 | | | | | | | | | | | | | | 1 |
| 20:30 | | | | | | | | | | | | | | 2 |
| 20:45 | | | | | | | | | | | | | | 2 |
| 21:00 | | | | | | | | | | | | | | 3 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 1 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 2 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 1 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 1 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |


| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 228 | 0 | 0 | 228 | |

### 15-Minutes Interval

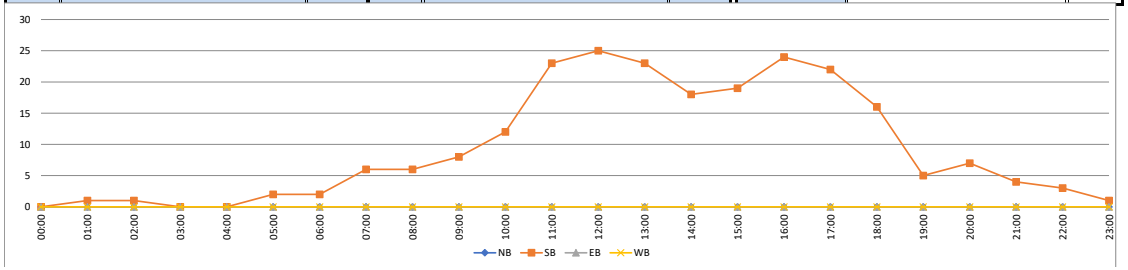
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 5 | | | 5 |
| 0:15 | | 0 | | | 0 | 12:15 | | 6 | | | 6 |
| 0:30 | | 0 | | | 0 | 12:30 | | 7 | | | 7 |
| 0:45 | | 0 | | | 0 | 12:45 | | 7 | | | 7 |
| 1:00 | | 0 | | | 0 | 13:00 | | 3 | | | 3 |
| 1:15 | | 0 | | | 0 | 13:15 | | 9 | | | 9 |
| 1:30 | | 0 | | | 0 | 13:30 | | 4 | | | 4 |
| 1:45 | | 1 | | | 1 | 13:45 | | 7 | | | 7 |
| 2:00 | | 1 | | | 1 | 14:00 | | 2 | | | 2 |
| 2:15 | | 0 | | | 0 | 14:15 | | 4 | | | 4 |
| 2:30 | | 0 | | | 0 | 14:30 | | 6 | | | 6 |
| 2:45 | | 0 | | | 0 | 14:45 | | 6 | | | 6 |
| 3:00 | | 0 | | | 0 | 15:00 | | 2 | | | 2 |
| 3:15 | | 0 | | | 0 | 15:15 | | 6 | | | 6 |
| 3:30 | | 0 | | | 0 | 15:30 | | 9 | | | 9 |
| 3:45 | | 0 | | | 0 | 15:45 | | 2 | | | 2 |
| 4:00 | | 0 | | | 0 | 16:00 | | 8 | | | 8 |
| 4:15 | | 0 | | | 0 | 16:15 | | 5 | | | 5 |
| 4:30 | | 0 | | | 0 | 16:30 | | 2 | | | 2 |
| 4:45 | | 0 | | | 0 | 16:45 | | 9 | | | 9 |
| 5:00 | | 1 | | | 1 | 17:00 | | 11 | | | 11 |
| 5:15 | | 0 | | | 0 | 17:15 | | 5 | | | 5 |
| 5:30 | | 1 | | | 1 | 17:30 | | 3 | | | 3 |
| 5:45 | | 0 | | | 0 | 17:45 | | 3 | | | 3 |
| 6:00 | | 2 | | | 2 | 18:00 | | 5 | | | 5 |
| 6:15 | | 0 | | | 0 | 18:15 | | 4 | | | 4 |
| 6:30 | | 0 | | | 0 | 18:30 | | 2 | | | 2 |
| 6:45 | | 0 | | | 0 | 18:45 | | 5 | | | 5 |
| 7:00 | | 1 | | | 1 | 19:00 | | 1 | | | 1 |
| 7:15 | | 1 | | | 1 | 19:15 | | 2 | | | 2 |
| 7:30 | | 1 | | | 1 | 19:30 | | 1 | | | 1 |
| 7:45 | | 3 | | | 3 | 19:45 | | 1 | | | 1 |
| 8:00 | | 2 | | | 2 | 20:00 | | 2 | | | 2 |
| 8:15 | | 3 | | | 3 | 20:15 | | 1 | | | 1 |
| 8:30 | | 1 | | | 1 | 20:30 | | 2 | | | 2 |
| 8:45 | | 0 | | | 0 | 20:45 | | 2 | | | 2 |
| 9:00 | | 2 | | | 2 | 21:00 | | 3 | | | 3 |
| 9:15 | | 1 | | | 1 | 21:15 | | 0 | | | 0 |
| 9:30 | | 4 | | | 4 | 21:30 | | 1 | | | 1 |
| 9:45 | | 1 | | | 1 | 21:45 | | 0 | | | 0 |
| 10:00 | | 3 | | | 3 | 22:00 | | 2 | | | 2 |
| 10:15 | | 2 | | | 2 | 22:15 | | 0 | | | 0 |
| 10:30 | | 2 | | | 2 | 22:30 | | 1 | | | 1 |
| 10:45 | | 5 | | | 5 | 22:45 | | 0 | | | 0 |
| 11:00 | | 6 | | | 6 | 23:00 | | 0 | | | 0 |
| 11:15 | | 3 | | | 3 | 23:15 | | 1 | | | 1 |
| 11:30 | | 7 | | | 7 | 23:30 | | 0 | | | 0 |
| 11:45 | | 7 | | | 7 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 61 | 0 | 0 | 61 | TOTALS | 0 | 167 | 0 | 0 | 167 |
| SPLIT % | 0% | 100% | 0% | 0% | 27% | SPLIT % | 0% | 100% | 0% | 0% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 1 | | | 1 |
| 02:00 | 03:00 | | 1 | | | 1 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 0 | | | 0 |
| 05:00 | 06:00 | | 2 | | | 2 |
| 06:00 | 07:00 | | 2 | | | 2 |
| 07:00 | 08:00 | | 6 | | | 6 |
| 08:00 | 09:00 | | 6 | | | 6 |
| 09:00 | 10:00 | | 8 | | | 8 |
| 10:00 | 11:00 | | 12 | | | 12 |
| 11:00 | 12:00 | | 23 | | | 23 |
| 12:00 | 13:00 | | 25 | | | 25 |
| 13:00 | 14:00 | | 23 | | | 23 |
| 14:00 | 15:00 | | 18 | | | 18 |
| 15:00 | 16:00 | | 19 | | | 19 |
| 16:00 | 17:00 | | 24 | | | 24 |
| 17:00 | 18:00 | | 22 | | | 22 |
| 18:00 | 19:00 | | 16 | | | 16 |
| 19:00 | 20:00 | | 5 | | | 5 |
| 20:00 | 21:00 | | 7 | | | 7 |
| 21:00 | 22:00 | | 4 | | | 4 |
| 22:00 | 23:00 | | 3 | | | 3 |
| 23:00 | 00:00 | | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 61 | | | 61 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 23 | | | 23 |
| Peak Hour Factor | | 0.821 | | | 0.821 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 167 | | | 167 |
| Peak Hour | | 16:45 | | | 16:45 |
| Peak Volume | | 28 | | | 28 |
| Peak Hour Factor | | 0.636 | | | 0.636 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 12 | | | 12 |
| Peak Hour | | 7:30 | | | 7:30 |
| Peak Volume | | 9 | | | 9 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 46 | | | 46 |
| Peak Hour | | 16:45 | | | 16:45 |
| Peak Volume | | 28 | | | 28 |
| Peak Hour Factor | | 0.636 | | | 0.636 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_003

### HOURLY BREAKDOWN

| Time | NORTHBOUND 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Totals** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

| Time | SOUTHBOUND 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 7:00 | 0 | 0 | 0 | 2 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 8:00 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 9:00 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 | 0 | 1 | 0 | 3 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 11:00 | 0 | 0 | 1 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |
| 12:00 | 0 | 0 | 1 | 1 | 8 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 13:00 | 0 | 0 | 2 | 1 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 14:00 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | **10** |
| 15:00 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **8** |
| 16:00 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 17:00 | 0 | 0 | 2 | 0 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | **19** |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | **10** |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 20:00 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 21:00 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| **Totals** | 0 | 1 | 9 | 19 | 54 | 61 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 180 |
| % of Totals | | 1% | 5% | 11% | 30% | 34% | 18% | 2% | | | | | | 100% |

| Time | TOTALS 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 7:00 | 0 | 0 | 0 | 2 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 8:00 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 9:00 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 | 0 | 1 | 0 | 3 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 11:00 | 0 | 0 | 1 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |
| 12:00 | 0 | 0 | 1 | 1 | 8 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 13:00 | 0 | 0 | 2 | 1 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 14:00 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | **10** |
| 15:00 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **8** |
| 16:00 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 17:00 | 0 | 0 | 2 | 0 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | **19** |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | **10** |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 20:00 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 21:00 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| **Totals** | 0 | 1 | 9 | 19 | 54 | 61 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 180 |
| % of Totals | | 1% | 5% | 11% | 30% | 34% | 18% | 2% | | | | | | 100% |

### STATISTICS

| | NORTHBOUND 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | SOUTHBOUND 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 2 | 9 | 24 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 10:00 | 8:15 | 7:45 | 11:15 | 7:00 | 11:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 1 | 1 | 3 | 11 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 - 24:00 | 0 | 0 | 7 | 10 | 30 | 31 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 107 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:45 | 16:00 | 12:00 | 12:30 | 17:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 8 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 6 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 0 | 0 | 2 | 3 | 6 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:45 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |

| | TOTALS 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 2 | 9 | 24 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 10:00 | 8:15 | 7:45 | 11:15 | 7:00 | 11:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 1 | 1 | 3 | 11 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 - 24:00 | 0 | 0 | 7 | 10 | 30 | 31 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 107 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:45 | 16:00 | 12:00 | 12:30 | 17:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 8 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 6 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 0 | 0 | 2 | 3 | 6 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:45 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 29 | 36 | 35 | 41 | 44 | 180 |
| TOTALS | 29 | 36 | 35 | 41 | 44 | 180 |

### 15-MINUTE BREAKDOWN

| Time | NORTHBOUND 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | **0** |
| 0:15 | | | | | | | | | | | | | | **0** |
| 0:30 | | | | | | | | | | | | | | **0** |
| 0:45 | | | | | | | | | | | | | | **0** |
| 1:00 | | | | | | | | | | | | | | **0** |
| 1:15 | | | | | | | | | | | | | | **0** |
| 1:30 | | | | | | | | | | | | | | **0** |
| 1:45 | | | | | | | | | | | | | | **0** |
| 2:00 | | | | | | | | | | | | | | **0** |
| 2:15 | | | | | | | | | | | | | | **0** |
| 2:30 | | | | | | | | | | | | | | **0** |
| 2:45 | | | | | | | | | | | | | | **0** |
| 3:00 | | | | | | | | | | | | | | **0** |
| 3:15 | | | | | | | | | | | | | | **0** |
| 3:30 | | | | | | | | | | | | | | **0** |
| 3:45 | | | | | | | | | | | | | | **0** |
| 4:00 | | | | | | | | | | | | | | **0** |
| 4:15 | | | | | | | | | | | | | | **0** |
| 4:30 | | | | | | | | | | | | | | **0** |
| 4:45 | | | | | | | | | | | | | | **0** |
| 5:00 | | | | | | | | | | | | | | **0** |
| 5:15 | | | | | | | | | | | | | | **0** |
| 5:30 | | | | | | | | | | | | | | **0** |
| 5:45 | | | | | | | | | | | | | | **0** |
| 6:00 | | | | | | | | | | | | | | **0** |
| 6:15 | | | | | | | | | | | | | | **0** |
| 6:30 | | | | | | | | | | | | | | **0** |
| 6:45 | | | | | | | | | | | | | | **0** |
| 7:00 | | | | | | | | | | | | | | **0** |
| 7:15 | | | | | | | | | | | | | | **0** |
| 7:30 | | | | | | | | | | | | | | **0** |
| 7:45 | | | | | | | | | | | | | | **0** |
| 8:00 | | | | | | | | | | | | | | **0** |
| 8:15 | | | | | | | | | | | | | | **0** |
| 8:30 | | | | | | | | | | | | | | **0** |
| 8:45 | | | | | | | | | | | | | | **0** |
| 9:00 | | | | | | | | | | | | | | **0** |
| 9:15 | | | | | | | | | | | | | | **0** |
| 9:30 | | | | | | | | | | | | | | **0** |
| 9:45 | | | | | | | | | | | | | | **0** |
| 10:00 | | | | | | | | | | | | | | **0** |
| 10:15 | | | | | | | | | | | | | | **0** |
| 10:30 | | | | | | | | | | | | | | **0** |
| 10:45 | | | | | | | | | | | | | | **0** |
| 11:00 | | | | | | | | | | | | | | **0** |
| 11:15 | | | | | | | | | | | | | | **0** |
| 11:30 | | | | | | | | | | | | | | **0** |
| 11:45 | | | | | | | | | | | | | | **0** |
| 12:00 | | | | | | | | | | | | | | **0** |
| 12:15 | | | | | | | | | | | | | | **0** |
| 12:30 | | | | | | | | | | | | | | **0** |
| 12:45 | | | | | | | | | | | | | | **0** |
| 13:00 | | | | | | | | | | | | | | **0** |
| 13:15 | | | | | | | | | | | | | | **0** |
| 13:30 | | | | | | | | | | | | | | **0** |
| 13:45 | | | | | | | | | | | | | | **0** |
| 14:00 | | | | | | | | | | | | | | **0** |
| 14:15 | | | | | | | | | | | | | | **0** |
| 14:30 | | | | | | | | | | | | | | **0** |
| 14:45 | | | | | | | | | | | | | | **0** |
| 15:00 | | | | | | | | | | | | | | **0** |
| 15:15 | | | | | | | | | | | | | | **0** |
| 15:30 | | | | | | | | | | | | | | **0** |
| 15:45 | | | | | | | | | | | | | | **0** |
| 16:00 | | | | | | | | | | | | | | **0** |
| 16:15 | | | | | | | | | | | | | | **0** |
| 16:30 | | | | | | | | | | | | | | **0** |
| 16:45 | | | | | | | | | | | | | | **0** |
| 17:00 | | | | | | | | | | | | | | **0** |
| 17:15 | | | | | | | | | | | | | | **0** |
| 17:30 | | | | | | | | | | | | | | **0** |
| 17:45 | | | | | | | | | | | | | | **0** |
| 18:00 | | | | | | | | | | | | | | **0** |
| 18:15 | | | | | | | | | | | | | | **0** |
| 18:30 | | | | | | | | | | | | | | **0** |
| 18:45 | | | | | | | | | | | | | | **0** |
| 19:00 | | | | | | | | | | | | | | **0** |
| 19:15 | | | | | | | | | | | | | | **0** |
| 19:30 | | | | | | | | | | | | | | **0** |
| 19:45 | | | | | | | | | | | | | | **0** |
| 20:00 | | | | | | | | | | | | | | **0** |
| 20:15 | | | | | | | | | | | | | | **0** |
| 20:30 | | | | | | | | | | | | | | **0** |
| 20:45 | | | | | | | | | | | | | | **0** |
| 21:00 | | | | | | | | | | | | | | **0** |
| 21:15 | | | | | | | | | | | | | | **0** |
| 21:30 | | | | | | | | | | | | | | **0** |
| 21:45 | | | | | | | | | | | | | | **0** |
| 22:00 | | | | | | | | | | | | | | **0** |
| 22:15 | | | | | | | | | | | | | | **0** |
| 22:30 | | | | | | | | | | | | | | **0** |
| 22:45 | | | | | | | | | | | | | | **0** |
| 23:00 | | | | | | | | | | | | | | **0** |
| 23:15 | | | | | | | | | | | | | | **0** |
| 23:30 | | | | | | | | | | | | | | **0** |
| 23:45 | | | | | | | | | | | | | | **0** |
| **Totals** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Time | SOUTHBOUND 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 7:45 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 8:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 9:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 10:30 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 10:45 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 11:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 12:00 | 0 | 0 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 12:15 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 13:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 13:30 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **5** |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 15:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 16:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 17:30 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **5** |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | **5** |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 20:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 21:45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Totals** | 0 | 1 | 9 | 19 | 54 | 61 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 180 |
| % of Totals | 0% | 1% | 5% | 11% | 30% | 34% | 18% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

| Time | TOTALS 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 7:45 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 8:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 9:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 10:30 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 10:45 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 11:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 12:00 | 0 | 0 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 12:15 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 13:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 13:30 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **5** |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 15:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 16:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 17:30 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **5** |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | **5** |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 20:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 21:45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Totals** | 0 | 1 | 9 | 19 | 54 | 61 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 180 |
| % of Totals | 0% | 1% | 5% | 11% | 30% | 34% | 18% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 180 | 0 | 0 | 180 |

DAILY TOTALS

### 15-Minutes Interval

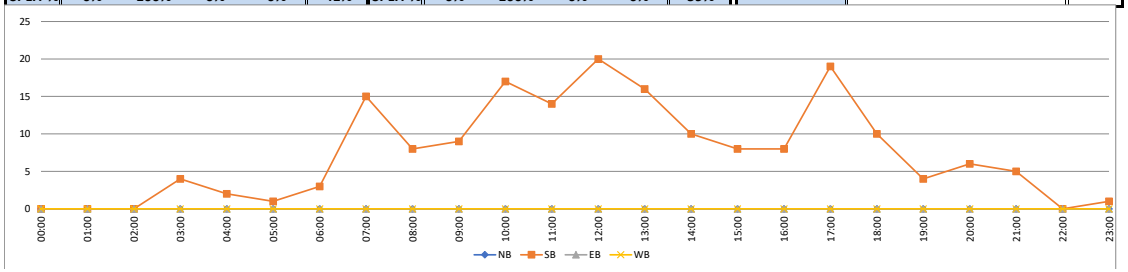
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 9 | | | 9 |
| 0:15 | | 0 | | | 0 | 12:15 | | 3 | | | 3 |
| 0:30 | | 0 | | | 0 | 12:30 | | 4 | | | 4 |
| 0:45 | | 0 | | | 0 | 12:45 | | 4 | | | 4 |
| 1:00 | | 0 | | | 0 | 13:00 | | 6 | | | 6 |
| 1:15 | | 0 | | | 0 | 13:15 | | 4 | | | 4 |
| 1:30 | | 0 | | | 0 | 13:30 | | 4 | | | 4 |
| 1:45 | | 0 | | | 0 | 13:45 | | 2 | | | 2 |
| 2:00 | | 0 | | | 0 | 14:00 | | 1 | | | 1 |
| 2:15 | | 0 | | | 0 | 14:15 | | 2 | | | 2 |
| 2:30 | | 0 | | | 0 | 14:30 | | 2 | | | 2 |
| 2:45 | | 0 | | | 0 | 14:45 | | 5 | | | 5 |
| 3:00 | | 1 | | | 1 | 15:00 | | 1 | | | 1 |
| 3:15 | | 0 | | | 0 | 15:15 | | 4 | | | 4 |
| 3:30 | | 2 | | | 2 | 15:30 | | 2 | | | 2 |
| 3:45 | | 1 | | | 1 | 15:45 | | 1 | | | 1 |
| 4:00 | | 0 | | | 0 | 16:00 | | 1 | | | 1 |
| 4:15 | | 0 | | | 0 | 16:15 | | 1 | | | 1 |
| 4:30 | | 2 | | | 2 | 16:30 | | 3 | | | 3 |
| 4:45 | | 0 | | | 0 | 16:45 | | 3 | | | 3 |
| 5:00 | | 0 | | | 0 | 17:00 | | 7 | | | 7 |
| 5:15 | | 0 | | | 0 | 17:15 | | 3 | | | 3 |
| 5:30 | | 1 | | | 1 | 17:30 | | 5 | | | 5 |
| 5:45 | | 0 | | | 0 | 17:45 | | 4 | | | 4 |
| 6:00 | | 0 | | | 0 | 18:00 | | 5 | | | 5 |
| 6:15 | | 1 | | | 1 | 18:15 | | 2 | | | 2 |
| 6:30 | | 1 | | | 1 | 18:30 | | 2 | | | 2 |
| 6:45 | | 1 | | | 1 | 18:45 | | 1 | | | 1 |
| 7:00 | | 2 | | | 2 | 19:00 | | 2 | | | 2 |
| 7:15 | | 3 | | | 3 | 19:15 | | 2 | | | 2 |
| 7:30 | | 5 | | | 5 | 19:30 | | 0 | | | 0 |
| 7:45 | | 5 | | | 5 | 19:45 | | 0 | | | 0 |
| 8:00 | | 0 | | | 0 | 20:00 | | 2 | | | 2 |
| 8:15 | | 3 | | | 3 | 20:15 | | 1 | | | 1 |
| 8:30 | | 2 | | | 2 | 20:30 | | 2 | | | 2 |
| 8:45 | | 3 | | | 3 | 20:45 | | 1 | | | 1 |
| 9:00 | | 2 | | | 2 | 21:00 | | 0 | | | 0 |
| 9:15 | | 3 | | | 3 | 21:15 | | 1 | | | 1 |
| 9:30 | | 2 | | | 2 | 21:30 | | 1 | | | 1 |
| 9:45 | | 2 | | | 2 | 21:45 | | 3 | | | 3 |
| 10:00 | | 1 | | | 1 | 22:00 | | 0 | | | 0 |
| 10:15 | | 3 | | | 3 | 22:15 | | 0 | | | 0 |
| 10:30 | | 6 | | | 6 | 22:30 | | 0 | | | 0 |
| 10:45 | | 7 | | | 7 | 22:45 | | 0 | | | 0 |
| 11:00 | | 2 | | | 2 | 23:00 | | 0 | | | 0 |
| 11:15 | | 5 | | | 5 | 23:15 | | 1 | | | 1 |
| 11:30 | | 4 | | | 4 | 23:30 | | 0 | | | 0 |
| 11:45 | | 3 | | | 3 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 73 | 0 | 0 | 73 | TOTALS | 0 | 107 | 0 | 0 | 107 |
| SPLIT % | 0% | 100% | 0% | 0% | 41% | SPLIT % | 0% | 100% | 0% | 0% | 59% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 0 | | | 0 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 4 | | | 4 |
| 04:00 | 05:00 | | 2 | | | 2 |
| 05:00 | 06:00 | | 1 | | | 1 |
| 06:00 | 07:00 | | 3 | | | 3 |
| 07:00 | 08:00 | | 15 | | | 15 |
| 08:00 | 09:00 | | 8 | | | 8 |
| 09:00 | 10:00 | | 9 | | | 9 |
| 10:00 | 11:00 | | 17 | | | 17 |
| 11:00 | 12:00 | | 14 | | | 14 |
| 12:00 | 13:00 | | 20 | | | 20 |
| 13:00 | 14:00 | | 16 | | | 16 |
| 14:00 | 15:00 | | 10 | | | 10 |
| 15:00 | 16:00 | | 8 | | | 8 |
| 16:00 | 17:00 | | 8 | | | 8 |
| 17:00 | 18:00 | | 19 | | | 19 |
| 18:00 | 19:00 | | 10 | | | 10 |
| 19:00 | 20:00 | | 4 | | | 4 |
| 20:00 | 21:00 | | 6 | | | 6 |
| 21:00 | 22:00 | | 5 | | | 5 |
| 22:00 | 23:00 | | 0 | | | 0 |
| 23:00 | 00:00 | | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 73 | | | 73 |
| Peak Hour | | 10:30 | | | 10:30 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.714 | | | 0.714 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 107 | | | 107 |
| Peak Hour | | 12:00 | | | 12:00 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.556 | | | 0.556 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 23 | | | 23 |
| Peak Hour | | 7:00 | | | 7:00 |
| Peak Volume | | 15 | | | 15 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 27 | | | 27 |
| Peak Hour | | 17:00 | | | 17:00 |
| Peak Volume | | 19 | | | 19 |
| Peak Hour Factor | | 0.679 | | | 0.679 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_003

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 1 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 2 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 0 | 2 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 2 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 2 | 0 | 2 | 1 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 1 | 1 | 0 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 4 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 3 | 12 | 19 | 46 | 51 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 2% | 7% | 11% | 27% | 30% | 17% | 4% | | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 1 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 2 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 0 | 2 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 2 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 2 | 0 | 2 | 1 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 1 | 1 | 0 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 4 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 3 | 12 | 19 | 46 | 51 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 2% | 7% | 11% | 27% | 30% | 17% | 4% | | | | | | 100% |

### STATISTICS

NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 2 | 3 | 5 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 10:30 | 6:45 | 10:00 | 8:30 | 10:00 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 2 | 1 | 3 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 - 24:00 | 3 | 1 | 9 | 14 | 26 | 35 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 119 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 13:30 | 16:00 | 12:15 | 18:30 | 12:30 | 14:00 | 17:45 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 1 | 4 | 5 | 6 | 7 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 0 | 2 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 - 18:00 | 0 | 1 | 2 | 2 | 5 | 7 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:15 | 17:00 | 16:30 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 1 | 2 | 2 | 4 | 7 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 18 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 2 | 3 | 5 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 10:30 | 6:45 | 10:00 | 8:30 | 10:00 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 2 | 1 | 3 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 - 24:00 | 3 | 1 | 9 | 14 | 26 | 35 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 119 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 13:30 | 16:00 | 12:15 | 18:30 | 12:30 | 14:00 | 17:45 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 1 | 4 | 5 | 6 | 7 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 0 | 2 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 - 18:00 | 0 | 1 | 2 | 2 | 5 | 7 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:15 | 17:00 | 16:30 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 1 | 2 | 2 | 4 | 7 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 18 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 27 | 35 | 34 | 42 | 45 | 169 |
| TOTALS | 27 | 35 | 34 | 42 | 45 | 169 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 0 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 0 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 0 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 0 |
| 7:15 | | | | | | | | | | | | | | 0 |
| 7:30 | | | | | | | | | | | | | | 0 |
| 7:45 | | | | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | | | | 0 |
| 8:15 | | | | | | | | | | | | | | 0 |
| 8:30 | | | | | | | | | | | | | | 0 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 0 |
| 9:15 | | | | | | | | | | | | | | 0 |
| 9:30 | | | | | | | | | | | | | | 0 |
| 9:45 | | | | | | | | | | | | | | 0 |
| 10:00 | | | | | | | | | | | | | | 0 |
| 10:15 | | | | | | | | | | | | | | 0 |
| 10:30 | | | | | | | | | | | | | | 0 |
| 10:45 | | | | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | | | | 0 |
| 11:15 | | | | | | | | | | | | | | 0 |
| 11:30 | | | | | | | | | | | | | | 0 |
| 11:45 | | | | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | | | | 0 |
| 12:15 | | | | | | | | | | | | | | 0 |
| 12:30 | | | | | | | | | | | | | | 0 |
| 12:45 | | | | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | | | | 0 |
| 13:15 | | | | | | | | | | | | | | 0 |
| 13:30 | | | | | | | | | | | | | | 0 |
| 13:45 | | | | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | | | | 0 |
| 14:15 | | | | | | | | | | | | | | 0 |
| 14:30 | | | | | | | | | | | | | | 0 |
| 14:45 | | | | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | | | | 0 |
| 15:15 | | | | | | | | | | | | | | 0 |
| 15:30 | | | | | | | | | | | | | | 0 |
| 15:45 | | | | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | | | | 0 |
| 16:15 | | | | | | | | | | | | | | 0 |
| 16:30 | | | | | | | | | | | | | | 0 |
| 16:45 | | | | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | | | | 0 |
| 17:15 | | | | | | | | | | | | | | 0 |
| 17:30 | | | | | | | | | | | | | | 0 |
| 17:45 | | | | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | | | | 0 |
| 18:15 | | | | | | | | | | | | | | 0 |
| 18:30 | | | | | | | | | | | | | | 0 |
| 18:45 | | | | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | | | | 0 |
| 19:15 | | | | | | | | | | | | | | 0 |
| 19:30 | | | | | | | | | | | | | | 0 |
| 19:45 | | | | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | | | | 0 |
| 20:15 | | | | | | | | | | | | | | 0 |
| 20:30 | | | | | | | | | | | | | | 0 |
| 20:45 | | | | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 0 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 0 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 3 | 12 | 19 | 46 | 51 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 2% | 7% | 11% | 27% | 30% | 17% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 3 | 12 | 19 | 46 | 51 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 169 |
| % of Totals | 2% | 2% | 7% | 11% | 27% | 30% | 17% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 169 | 0 | 0 | 169 | |

### 15-Minutes Interval

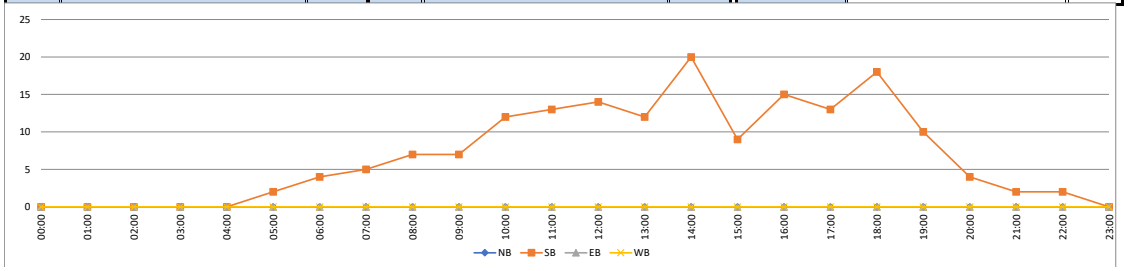
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 5 | | | 5 |
| 0:15 | | 0 | | | 0 | 12:15 | | 3 | | | 3 |
| 0:30 | | 0 | | | 0 | 12:30 | | 2 | | | 2 |
| 0:45 | | 0 | | | 0 | 12:45 | | 4 | | | 4 |
| 1:00 | | 0 | | | 0 | 13:00 | | 7 | | | 7 |
| 1:15 | | 0 | | | 0 | 13:15 | | 3 | | | 3 |
| 1:30 | | 0 | | | 0 | 13:30 | | 0 | | | 0 |
| 1:45 | | 0 | | | 0 | 13:45 | | 2 | | | 2 |
| 2:00 | | 0 | | | 0 | 14:00 | | 6 | | | 6 |
| 2:15 | | 0 | | | 0 | 14:15 | | 7 | | | 7 |
| 2:30 | | 0 | | | 0 | 14:30 | | 4 | | | 4 |
| 2:45 | | 0 | | | 0 | 14:45 | | 3 | | | 3 |
| 3:00 | | 0 | | | 0 | 15:00 | | 4 | | | 4 |
| 3:15 | | 0 | | | 0 | 15:15 | | 1 | | | 1 |
| 3:30 | | 0 | | | 0 | 15:30 | | 2 | | | 2 |
| 3:45 | | 0 | | | 0 | 15:45 | | 2 | | | 2 |
| 4:00 | | 0 | | | 0 | 16:00 | | 4 | | | 4 |
| 4:15 | | 0 | | | 0 | 16:15 | | 2 | | | 2 |
| 4:30 | | 0 | | | 0 | 16:30 | | 1 | | | 1 |
| 4:45 | | 0 | | | 0 | 16:45 | | 8 | | | 8 |
| 5:00 | | 0 | | | 0 | 17:00 | | 7 | | | 7 |
| 5:15 | | 0 | | | 0 | 17:15 | | 2 | | | 2 |
| 5:30 | | 2 | | | 2 | 17:30 | | 1 | | | 1 |
| 5:45 | | 0 | | | 0 | 17:45 | | 3 | | | 3 |
| 6:00 | | 2 | | | 2 | 18:00 | | 4 | | | 4 |
| 6:15 | | 0 | | | 0 | 18:15 | | 5 | | | 5 |
| 6:30 | | 1 | | | 1 | 18:30 | | 3 | | | 3 |
| 6:45 | | 1 | | | 1 | 18:45 | | 6 | | | 6 |
| 7:00 | | 0 | | | 0 | 19:00 | | 0 | | | 0 |
| 7:15 | | 2 | | | 2 | 19:15 | | 6 | | | 6 |
| 7:30 | | 1 | | | 1 | 19:30 | | 2 | | | 2 |
| 7:45 | | 2 | | | 2 | 19:45 | | 2 | | | 2 |
| 8:00 | | 1 | | | 1 | 20:00 | | 1 | | | 1 |
| 8:15 | | 1 | | | 1 | 20:15 | | 2 | | | 2 |
| 8:30 | | 2 | | | 2 | 20:30 | | 0 | | | 0 |
| 8:45 | | 3 | | | 3 | 20:45 | | 1 | | | 1 |
| 9:00 | | 0 | | | 0 | 21:00 | | 1 | | | 1 |
| 9:15 | | 5 | | | 5 | 21:15 | | 1 | | | 1 |
| 9:30 | | 1 | | | 1 | 21:30 | | 0 | | | 0 |
| 9:45 | | 1 | | | 1 | 21:45 | | 0 | | | 0 |
| 10:00 | | 6 | | | 6 | 22:00 | | 2 | | | 2 |
| 10:15 | | 3 | | | 3 | 22:15 | | 0 | | | 0 |
| 10:30 | | 0 | | | 0 | 22:30 | | 0 | | | 0 |
| 10:45 | | 3 | | | 3 | 22:45 | | 0 | | | 0 |
| 11:00 | | 0 | | | 0 | 23:00 | | 0 | | | 0 |
| 11:15 | | 4 | | | 4 | 23:15 | | 0 | | | 0 |
| 11:30 | | 4 | | | 4 | 23:30 | | 0 | | | 0 |
| 11:45 | | 5 | | | 5 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 50 | 0 | 0 | 50 | TOTALS | 0 | 119 | 0 | 0 | 119 |
| SPLIT % | 0% | 100% | 0% | 0% | 30% | SPLIT % | 0% | 100% | 0% | 0% | 70% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 0 | | | 0 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 0 | | | 0 |
| 05:00 | 06:00 | | 2 | | | 2 |
| 06:00 | 07:00 | | 4 | | | 4 |
| 07:00 | 08:00 | | 5 | | | 5 |
| 08:00 | 09:00 | | 7 | | | 7 |
| 09:00 | 10:00 | | 7 | | | 7 |
| 10:00 | 11:00 | | 12 | | | 12 |
| 11:00 | 12:00 | | 13 | | | 13 |
| 12:00 | 13:00 | | 14 | | | 14 |
| 13:00 | 14:00 | | 12 | | | 12 |
| 14:00 | 15:00 | | 20 | | | 20 |
| 15:00 | 16:00 | | 9 | | | 9 |
| 16:00 | 17:00 | | 15 | | | 15 |
| 17:00 | 18:00 | | 13 | | | 13 |
| 18:00 | 19:00 | | 18 | | | 18 |
| 19:00 | 20:00 | | 10 | | | 10 |
| 20:00 | 21:00 | | 4 | | | 4 |
| 21:00 | 22:00 | | 2 | | | 2 |
| 22:00 | 23:00 | | 2 | | | 2 |
| 23:00 | 00:00 | | 0 | | | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 50 | | | 50 |
| Peak Hour | | 9:15 | | | 9:15 |
| Peak Volume | | 13 | | | 13 |
| Peak Hour Factor | | 0.542 | | | 0.542 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 119 | | | 119 |
| Peak Hour | | 14:00 | | | 14:00 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.714 | | | 0.714 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 12 | | | 12 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 7 | | | 7 |
| Peak Hour Factor | | 0.583 | | | 0.583 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 28 | | | 28 |
| Peak Hour | | 16:15 | | | 16:15 |
| Peak Volume | | 18 | | | 18 |
| Peak Hour Factor | | 0.563 | | | 0.563 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Monday **City:** Manassas
**Date:** 3/11/2024 **Project #:** VA24_260055_003

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

SOUTHBOUND

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 0 | 0 | 1 | 3 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:00 | 0 | 0 | 0 | 5 | 9 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:00 | 1 | 0 | 1 | 2 | 8 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 1 | 1 | 3 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 0 | 0 | 6 | 18 | 32 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 70 |
| 13:00 | 0 | 0 | 1 | 8 | 7 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 0 | 0 | 6 | 12 | 13 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 42 |
| 15:00 | 0 | 0 | 1 | 1 | 7 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 1 | 0 | 7 | 30 | 37 | 35 | 2 | 1 | 0 | 0 | 0 | 0 | 113 |
| 17:00 | 0 | 0 | 1 | 5 | 8 | 46 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 85 |
| 18:00 | 0 | 0 | 0 | 2 | 11 | 16 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 0 | 0 | 1 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 2 | 6 | 49 | 144 | 274 | 146 | 19 | 5 | 0 | 0 | 0 | 0 | 646 |
| % of Totals | 0% | 0% | 1% | 8% | 22% | 42% | 23% | 3% | 1% | | | | | 100% |

TOTALS

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 0 | 0 | 1 | 3 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:00 | 0 | 0 | 0 | 5 | 9 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:00 | 1 | 0 | 1 | 2 | 8 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 1 | 1 | 3 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 0 | 0 | 6 | 18 | 32 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 70 |
| 13:00 | 0 | 0 | 1 | 8 | 7 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 0 | 0 | 6 | 12 | 13 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 42 |
| 15:00 | 0 | 0 | 1 | 1 | 7 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 1 | 0 | 7 | 30 | 37 | 35 | 2 | 1 | 0 | 0 | 0 | 0 | 113 |
| 17:00 | 0 | 0 | 1 | 5 | 8 | 46 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 85 |
| 18:00 | 0 | 0 | 0 | 2 | 11 | 16 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 0 | 0 | 1 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 2 | 6 | 49 | 144 | 274 | 146 | 19 | 5 | 0 | 0 | 0 | 0 | 646 |
| % of Totals | 0% | 0% | 1% | 8% | 22% | 42% | 23% | 3% | 1% | | | | | 100% |

### STATISTICS

NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 2 | 12 | 38 | 65 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 164 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 9:00 | 9:45 | 8:15 | 7:45 | 11:45 | 11:45 | 11:45 | 11:00 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 1 | 6 | 14 | 28 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 62 |
| 12:00 - 24:00 | 0 | 1 | 4 | 37 | 106 | 209 | 107 | 13 | 5 | 0 | 0 | 0 | 0 | 482 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 15:30 | 12:30 | 13:15 | 16:15 | 16:45 | 16:00 | 16:30 | 17:30 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 1 | 1 | 11 | 31 | 59 | 35 | 5 | 2 | 0 | 0 | 0 | 0 | 129 |
| 07:00 - 09:00 | 0 | 0 | 0 | 6 | 12 | 25 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 0 | 0 | 6 | 10 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:00 - 18:00 | 0 | 1 | 1 | 12 | 38 | 83 | 55 | 6 | 2 | 0 | 0 | 0 | 0 | 198 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:45 | 16:15 | 16:45 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 1 | 10 | 31 | 59 | 35 | 5 | 1 | 0 | 0 | 0 | 0 | 129 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 2 | 12 | 38 | 65 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 164 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 9:00 | 9:45 | 8:15 | 7:45 | 11:45 | 11:45 | 11:45 | 11:00 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 1 | 6 | 14 | 28 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 62 |
| 12:00 - 24:00 | 0 | 1 | 4 | 37 | 106 | 209 | 107 | 13 | 5 | 0 | 0 | 0 | 0 | 482 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 15:30 | 12:30 | 13:15 | 16:15 | 16:45 | 16:00 | 16:30 | 17:30 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 1 | 1 | 11 | 31 | 59 | 35 | 5 | 2 | 0 | 0 | 0 | 0 | 129 |
| 07:00 - 09:00 | 0 | 0 | 0 | 6 | 12 | 25 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 0 | 0 | 6 | 10 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:00 - 18:00 | 0 | 1 | 1 | 12 | 38 | 83 | 55 | 6 | 2 | 0 | 0 | 0 | 0 | 198 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:45 | 16:15 | 16:45 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 1 | 10 | 31 | 59 | 35 | 5 | 1 | 0 | 0 | 0 | 0 | 129 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 31 | 37 | 37 | 43 | 45 | 646 |
| TOTALS | 31 | 37 | 37 | 43 | 45 | 646 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 0 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 0 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 0 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 0 |
| 7:15 | | | | | | | | | | | | | | 0 |
| 7:30 | | | | | | | | | | | | | | 0 |
| 7:45 | | | | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | | | | 0 |
| 8:15 | | | | | | | | | | | | | | 0 |
| 8:30 | | | | | | | | | | | | | | 0 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 0 |
| 9:15 | | | | | | | | | | | | | | 0 |
| 9:30 | | | | | | | | | | | | | | 0 |
| 9:45 | | | | | | | | | | | | | | 0 |
| 10:00 | | | | | | | | | | | | | | 0 |
| 10:15 | | | | | | | | | | | | | | 0 |
| 10:30 | | | | | | | | | | | | | | 0 |
| 10:45 | | | | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | | | | 0 |
| 11:15 | | | | | | | | | | | | | | 0 |
| 11:30 | | | | | | | | | | | | | | 0 |
| 11:45 | | | | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | | | | 0 |
| 12:15 | | | | | | | | | | | | | | 0 |
| 12:30 | | | | | | | | | | | | | | 0 |
| 12:45 | | | | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | | | | 0 |
| 13:15 | | | | | | | | | | | | | | 0 |
| 13:30 | | | | | | | | | | | | | | 0 |
| 13:45 | | | | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | | | | 0 |
| 14:15 | | | | | | | | | | | | | | 0 |
| 14:30 | | | | | | | | | | | | | | 0 |
| 14:45 | | | | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | | | | 0 |
| 15:15 | | | | | | | | | | | | | | 0 |
| 15:30 | | | | | | | | | | | | | | 0 |
| 15:45 | | | | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | | | | 0 |
| 16:15 | | | | | | | | | | | | | | 0 |
| 16:30 | | | | | | | | | | | | | | 0 |
| 16:45 | | | | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | | | | 0 |
| 17:15 | | | | | | | | | | | | | | 0 |
| 17:30 | | | | | | | | | | | | | | 0 |
| 17:45 | | | | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | | | | 0 |
| 18:15 | | | | | | | | | | | | | | 0 |
| 18:30 | | | | | | | | | | | | | | 0 |
| 18:45 | | | | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | | | | 0 |
| 19:15 | | | | | | | | | | | | | | 0 |
| 19:30 | | | | | | | | | | | | | | 0 |
| 19:45 | | | | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | | | | 0 |
| 20:15 | | | | | | | | | | | | | | 0 |
| 20:30 | | | | | | | | | | | | | | 0 |
| 20:45 | | | | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 0 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 0 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 1 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 1 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 1 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 0 | 0 | 1 | 3 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 0 | 0 | 3 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 0 | 1 | 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 1 | 0 | 0 | 4 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 0 | 1 | 7 | 8 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:45 | 0 | 0 | 0 | 6 | 17 | 16 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 17:00 | 0 | 0 | 0 | 1 | 3 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:15 | 0 | 0 | 0 | 1 | 2 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 0 | 1 | 2 | 1 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 2 | 6 | 49 | 144 | 274 | 146 | 19 | 5 | 0 | 0 | 0 | 0 | 646 |
| % of Totals | 0% | 0% | 1% | 8% | 22% | 42% | 23% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 1 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 1 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 1 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 0 | 0 | 1 | 3 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 0 | 0 | 3 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 0 | 1 | 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 1 | 0 | 0 | 4 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 0 | 1 | 7 | 8 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:45 | 0 | 0 | 0 | 6 | 17 | 16 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 17:00 | 0 | 0 | 0 | 1 | 3 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:15 | 0 | 0 | 0 | 1 | 2 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 0 | 1 | 2 | 1 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 2 | 6 | 49 | 144 | 274 | 146 | 19 | 5 | 0 | 0 | 0 | 0 | 646 |
| % of Totals | 0% | 0% | 1% | 8% | 22% | 42% | 23% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 646 | 0 | 0 | 646 |

DAILY TOTALS

### 15-Minutes Interval

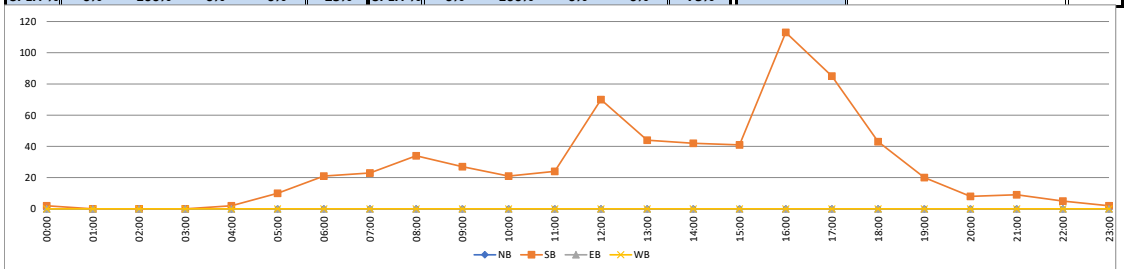
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 1 | | | 1 | 12:00 | | 17 | | | 17 |
| 0:15 | | 0 | | | 0 | 12:15 | | 19 | | | 19 |
| 0:30 | | 0 | | | 0 | 12:30 | | 17 | | | 17 |
| 0:45 | | 1 | | | 1 | 12:45 | | 17 | | | 17 |
| 1:00 | | 0 | | | 0 | 13:00 | | 13 | | | 13 |
| 1:15 | | 0 | | | 0 | 13:15 | | 13 | | | 13 |
| 1:30 | | 0 | | | 0 | 13:30 | | 7 | | | 7 |
| 1:45 | | 0 | | | 0 | 13:45 | | 11 | | | 11 |
| 2:00 | | 0 | | | 0 | 14:00 | | 10 | | | 10 |
| 2:15 | | 0 | | | 0 | 14:15 | | 9 | | | 9 |
| 2:30 | | 0 | | | 0 | 14:30 | | 13 | | | 13 |
| 2:45 | | 0 | | | 0 | 14:45 | | 10 | | | 10 |
| 3:00 | | 0 | | | 0 | 15:00 | | 16 | | | 16 |
| 3:15 | | 0 | | | 0 | 15:15 | | 11 | | | 11 |
| 3:30 | | 0 | | | 0 | 15:30 | | 6 | | | 6 |
| 3:45 | | 0 | | | 0 | 15:45 | | 8 | | | 8 |
| 4:00 | | 1 | | | 1 | 16:00 | | 16 | | | 16 |
| 4:15 | | 0 | | | 0 | 16:15 | | 17 | | | 17 |
| 4:30 | | 1 | | | 1 | 16:30 | | 30 | | | 30 |
| 4:45 | | 0 | | | 0 | 16:45 | | 50 | | | 50 |
| 5:00 | | 0 | | | 0 | 17:00 | | 25 | | | 25 |
| 5:15 | | 3 | | | 3 | 17:15 | | 24 | | | 24 |
| 5:30 | | 2 | | | 2 | 17:30 | | 25 | | | 25 |
| 5:45 | | 5 | | | 5 | 17:45 | | 11 | | | 11 |
| 6:00 | | 4 | | | 4 | 18:00 | | 13 | | | 13 |
| 6:15 | | 5 | | | 5 | 18:15 | | 11 | | | 11 |
| 6:30 | | 4 | | | 4 | 18:30 | | 10 | | | 10 |
| 6:45 | | 8 | | | 8 | 18:45 | | 9 | | | 9 |
| 7:00 | | 5 | | | 5 | 19:00 | | 5 | | | 5 |
| 7:15 | | 5 | | | 5 | 19:15 | | 8 | | | 8 |
| 7:30 | | 4 | | | 4 | 19:30 | | 6 | | | 6 |
| 7:45 | | 9 | | | 9 | 19:45 | | 1 | | | 1 |
| 8:00 | | 14 | | | 14 | 20:00 | | 2 | | | 2 |
| 8:15 | | 6 | | | 6 | 20:15 | | 4 | | | 4 |
| 8:30 | | 9 | | | 9 | 20:30 | | 0 | | | 0 |
| 8:45 | | 5 | | | 5 | 20:45 | | 2 | | | 2 |
| 9:00 | | 11 | | | 11 | 21:00 | | 3 | | | 3 |
| 9:15 | | 6 | | | 6 | 21:15 | | 1 | | | 1 |
| 9:30 | | 5 | | | 5 | 21:30 | | 5 | | | 5 |
| 9:45 | | 5 | | | 5 | 21:45 | | 0 | | | 0 |
| 10:00 | | 4 | | | 4 | 22:00 | | 2 | | | 2 |
| 10:15 | | 4 | | | 4 | 22:15 | | 3 | | | 3 |
| 10:30 | | 10 | | | 10 | 22:30 | | 0 | | | 0 |
| 10:45 | | 3 | | | 3 | 22:45 | | 0 | | | 0 |
| 11:00 | | 3 | | | 3 | 23:00 | | 0 | | | 0 |
| 11:15 | | 4 | | | 4 | 23:15 | | 2 | | | 2 |
| 11:30 | | 8 | | | 8 | 23:30 | | 0 | | | 0 |
| 11:45 | | 9 | | | 9 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 164 | 0 | 0 | 164 | TOTALS | 0 | 482 | 0 | 0 | 482 |
| SPLIT % | 0% | 100% | 0% | 0% | 25% | SPLIT % | 0% | 100% | 0% | 0% | 75% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 2 | | | 2 |
| 01:00 | 02:00 | | 0 | | | 0 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 2 | | | 2 |
| 05:00 | 06:00 | | 10 | | | 10 |
| 06:00 | 07:00 | | 21 | | | 21 |
| 07:00 | 08:00 | | 23 | | | 23 |
| 08:00 | 09:00 | | 34 | | | 34 |
| 09:00 | 10:00 | | 27 | | | 27 |
| 10:00 | 11:00 | | 21 | | | 21 |
| 11:00 | 12:00 | | 24 | | | 24 |
| 12:00 | 13:00 | | 70 | | | 70 |
| 13:00 | 14:00 | | 44 | | | 44 |
| 14:00 | 15:00 | | 42 | | | 42 |
| 15:00 | 16:00 | | 41 | | | 41 |
| 16:00 | 17:00 | | 113 | | | 113 |
| 17:00 | 18:00 | | 85 | | | 85 |
| 18:00 | 19:00 | | 43 | | | 43 |
| 19:00 | 20:00 | | 20 | | | 20 |
| 20:00 | 21:00 | | 8 | | | 8 |
| 21:00 | 22:00 | | 9 | | | 9 |
| 22:00 | 23:00 | | 5 | | | 5 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 164 | | | 164 |
| Peak Hour | | 7:45 | | | 7:45 |
| Peak Volume | | 38 | | | 38 |
| Peak Hour Factor | | 0.679 | | | 0.679 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 482 | | | 482 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 129 | | | 129 |
| Peak Hour Factor | | 0.645 | | | 0.645 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 57 | | | 57 |
| Peak Hour | | 7:45 | | | 7:45 |
| Peak Volume | | 38 | | | 38 |
| Peak Hour Factor | | 0.679 | | | 0.679 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 198 | | | 198 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 129 | | | 129 |
| Peak Hour Factor | | 0.645 | | | 0.645 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Tuesday **City:** Manassas
**Date:** 3/12/2024 **Project #:** VA24_260055_003

## HOURLY BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 16 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 3 | 16 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 4 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 13 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 3 | 13 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 13 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 41 | 1 | 0 | 0 | 3 | 13 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 41 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 17 | 26 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 1 | 5 | 17 | 26 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 20 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 1 | 1 | 7 | 20 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 12 | 24 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 53 | 2 | 0 | 1 | 3 | 12 | 24 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 53 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 13 | 13 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 43 | 1 | 0 | 0 | 6 | 13 | 13 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 43 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 54 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 0 | 12 | 17 | 54 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 127 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 21 | 43 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 2 | 6 | 21 | 43 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 94 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 19 | 23 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 64 | 0 | 1 | 1 | 8 | 19 | 23 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 64 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 2 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 70 | 191 | 267 | 140 | 21 | 6 | 0 | 0 | 0 | 0 | 711 | 4 | 4 | 8 | 70 | 191 | 267 | 140 | 21 | 6 | 0 | 0 | 0 | 0 | 711 |
| % of Totals | | | | | | | | | | | | | | | 1% | 1% | 1% | 10% | 27% | 38% | 20% | 3% | 1% | | | | | 100% | 1% | 1% | 1% | 10% | 27% | 38% | 20% | 3% | 1% | | | | | 100% |

## STATISTICS

| | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 18 | 55 | 60 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 177 | 1 | 1 | 2 | 18 | 55 | 60 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 177 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:30 | 4:30 | 8:00 | 9:30 | 11:45 | 11:30 | 11:45 | 0:30 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 10:30 | 4:30 | 8:00 | 9:30 | 11:45 | 11:30 | 11:45 | 0:30 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 18 | 29 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 63 | 1 | 1 | 1 | 6 | 18 | 29 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 63 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 52 | 136 | 207 | 106 | 16 | 5 | 0 | 0 | 0 | 0 | 534 | 3 | 3 | 6 | 52 | 136 | 207 | 106 | 16 | 5 | 0 | 0 | 0 | 0 | 534 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 12:30 | 17:15 | 16:00 | 16:30 | 16:30 | 16:00 | 15:45 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 | 14:00 | 12:30 | 17:15 | 16:00 | 16:30 | 16:30 | 16:00 | 15:45 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 12 | 22 | 66 | 37 | 6 | 2 | 0 | 0 | 0 | 0 | 136 | 2 | 1 | 3 | 12 | 22 | 66 | 37 | 6 | 2 | 0 | 0 | 0 | 0 | 136 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 19 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 1 | 6 | 19 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 16 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 3 | 16 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 38 | 97 | 56 | 9 | 1 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 2 | 18 | 38 | 97 | 56 | 9 | 1 | 0 | 0 | 0 | 0 | 221 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 17:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 22 | 66 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 2 | 12 | 22 | 66 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 136 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 31 | 36 | 36 | 42 | 45 | 711 |
| TOTALS | 31 | 36 | 36 | 42 | 45 | 711 |

## 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 4 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 3 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 3 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 1 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | | | | | | | | | | | | | | 0 | 1 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 2 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 2 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 4 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 4 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 2 | 4 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 3 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 6 | 10 | 28 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 6 | 10 | 28 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 4 | 2 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 4 | 2 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 5 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 1 | 5 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 5 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 3 | 9 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 1 | 3 | 9 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 2 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 2 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 70 | 191 | 267 | 140 | 21 | 6 | 0 | 0 | 0 | 0 | 711 | 4 | 4 | 8 | 70 | 191 | 267 | 140 | 21 | 6 | 0 | 0 | 0 | 0 | 711 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 1% | 10% | 27% | 38% | 20% | 3% | 1% | 0% | 0% | 0% | 0% | 100% | 1% | 1% | 1% | 10% | 27% | 38% | 20% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 711 | 0 | 0 | 711 |

DAILY TOTALS

### 15-Minutes Interval

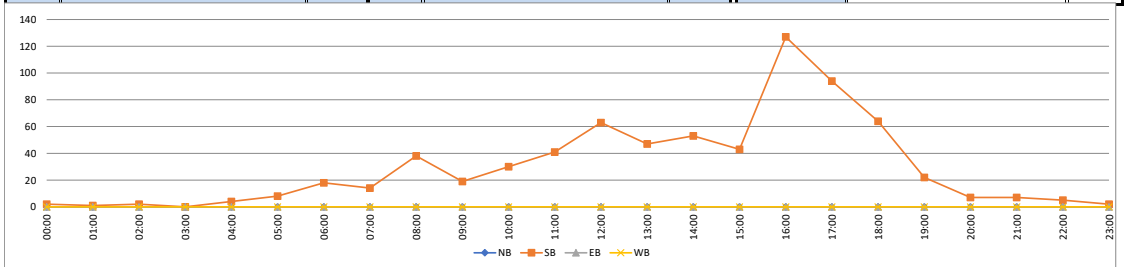
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 16 | | | 16 |
| 0:15 | | 1 | | | 1 | 12:15 | | 16 | | | 16 |
| 0:30 | | 1 | | | 1 | 12:30 | | 17 | | | 17 |
| 0:45 | | 0 | | | 0 | 12:45 | | 14 | | | 14 |
| 1:00 | | 0 | | | 0 | 13:00 | | 17 | | | 17 |
| 1:15 | | 1 | | | 1 | 13:15 | | 9 | | | 9 |
| 1:30 | | 0 | | | 0 | 13:30 | | 7 | | | 7 |
| 1:45 | | 0 | | | 0 | 13:45 | | 14 | | | 14 |
| 2:00 | | 0 | | | 0 | 14:00 | | 12 | | | 12 |
| 2:15 | | 0 | | | 0 | 14:15 | | 11 | | | 11 |
| 2:30 | | 2 | | | 2 | 14:30 | | 17 | | | 17 |
| 2:45 | | 0 | | | 0 | 14:45 | | 13 | | | 13 |
| 3:00 | | 0 | | | 0 | 15:00 | | 17 | | | 17 |
| 3:15 | | 0 | | | 0 | 15:15 | | 11 | | | 11 |
| 3:30 | | 0 | | | 0 | 15:30 | | 8 | | | 8 |
| 3:45 | | 0 | | | 0 | 15:45 | | 7 | | | 7 |
| 4:00 | | 1 | | | 1 | 16:00 | | 17 | | | 17 |
| 4:15 | | 1 | | | 1 | 16:15 | | 21 | | | 21 |
| 4:30 | | 2 | | | 2 | 16:30 | | 65 | | | 65 |
| 4:45 | | 0 | | | 0 | 16:45 | | 24 | | | 24 |
| 5:00 | | 1 | | | 1 | 17:00 | | 24 | | | 24 |
| 5:15 | | 3 | | | 3 | 17:15 | | 23 | | | 23 |
| 5:30 | | 2 | | | 2 | 17:30 | | 36 | | | 36 |
| 5:45 | | 2 | | | 2 | 17:45 | | 11 | | | 11 |
| 6:00 | | 3 | | | 3 | 18:00 | | 15 | | | 15 |
| 6:15 | | 0 | | | 0 | 18:15 | | 21 | | | 21 |
| 6:30 | | 8 | | | 8 | 18:30 | | 14 | | | 14 |
| 6:45 | | 7 | | | 7 | 18:45 | | 14 | | | 14 |
| 7:00 | | 7 | | | 7 | 19:00 | | 7 | | | 7 |
| 7:15 | | 4 | | | 4 | 19:15 | | 7 | | | 7 |
| 7:30 | | 1 | | | 1 | 19:30 | | 4 | | | 4 |
| 7:45 | | 2 | | | 2 | 19:45 | | 4 | | | 4 |
| 8:00 | | 6 | | | 6 | 20:00 | | 2 | | | 2 |
| 8:15 | | 17 | | | 17 | 20:15 | | 2 | | | 2 |
| 8:30 | | 7 | | | 7 | 20:30 | | 1 | | | 1 |
| 8:45 | | 8 | | | 8 | 20:45 | | 2 | | | 2 |
| 9:00 | | 2 | | | 2 | 21:00 | | 2 | | | 2 |
| 9:15 | | 6 | | | 6 | 21:15 | | 0 | | | 0 |
| 9:30 | | 4 | | | 4 | 21:30 | | 3 | | | 3 |
| 9:45 | | 7 | | | 7 | 21:45 | | 2 | | | 2 |
| 10:00 | | 8 | | | 8 | 22:00 | | 0 | | | 0 |
| 10:15 | | 11 | | | 11 | 22:15 | | 4 | | | 4 |
| 10:30 | | 3 | | | 3 | 22:30 | | 1 | | | 1 |
| 10:45 | | 8 | | | 8 | 22:45 | | 0 | | | 0 |
| 11:00 | | 5 | | | 5 | 23:00 | | 0 | | | 0 |
| 11:15 | | 7 | | | 7 | 23:15 | | 0 | | | 0 |
| 11:30 | | 15 | | | 15 | 23:30 | | 0 | | | 0 |
| 11:45 | | 14 | | | 14 | 23:45 | | 2 | | | 2 |
| TOTALS | 0 | 177 | 0 | 0 | 177 | TOTALS | 0 | 534 | 0 | 0 | 534 |
| SPLIT % | 0% | 100% | 0% | 0% | 25% | SPLIT % | 0% | 100% | 0% | 0% | 75% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 2 | | | 2 |
| 01:00 | 02:00 | | 1 | | | 1 |
| 02:00 | 03:00 | | 2 | | | 2 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 4 | | | 4 |
| 05:00 | 06:00 | | 8 | | | 8 |
| 06:00 | 07:00 | | 18 | | | 18 |
| 07:00 | 08:00 | | 14 | | | 14 |
| 08:00 | 09:00 | | 38 | | | 38 |
| 09:00 | 10:00 | | 19 | | | 19 |
| 10:00 | 11:00 | | 30 | | | 30 |
| 11:00 | 12:00 | | 41 | | | 41 |
| 12:00 | 13:00 | | 63 | | | 63 |
| 13:00 | 14:00 | | 47 | | | 47 |
| 14:00 | 15:00 | | 53 | | | 53 |
| 15:00 | 16:00 | | 43 | | | 43 |
| 16:00 | 17:00 | | 127 | | | 127 |
| 17:00 | 18:00 | | 94 | | | 94 |
| 18:00 | 19:00 | | 64 | | | 64 |
| 19:00 | 20:00 | | 22 | | | 22 |
| 20:00 | 21:00 | | 7 | | | 7 |
| 21:00 | 22:00 | | 7 | | | 7 |
| 22:00 | 23:00 | | 5 | | | 5 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 177 | | | 177 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 41 | | | 41 |
| Peak Hour Factor | | 0.683 | | | 0.683 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 534 | | | 534 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 136 | | | 136 |
| Peak Hour Factor | | 0.523 | | | 0.523 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 52 | | | 52 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 38 | | | 38 |
| Peak Hour Factor | | 0.559 | | | 0.559 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 221 | | | 221 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 136 | | | 136 |
| Peak Hour Factor | | 0.523 | | | 0.523 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_003

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 1 | 0 | 1 | 4 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 3 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 1 | 1 | 11 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 11 | 8 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 33 | 2 | 1 | 1 | 4 | 11 | 8 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17 | 19 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 6 | 17 | 19 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 22 | 23 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 2 | 10 | 22 | 23 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 16 | 25 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 58 | 0 | 1 | 0 | 6 | 16 | 25 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 15 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 5 | 10 | 15 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 23 | 25 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 1 | 7 | 23 | 25 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 68 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 9 | 30 | 43 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 118 | 1 | 2 | 0 | 9 | 30 | 43 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 118 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 20 | 43 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 3 | 1 | 20 | 43 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 89 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 17 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 3 | 21 | 17 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 50 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 8 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 59 | 219 | 285 | 137 | 25 | 4 | 0 | 0 | 0 | 0 | 747 | 3 | 6 | 9 | 59 | 219 | 285 | 137 | 25 | 4 | 0 | 0 | 0 | 0 | 747 |
| % of Totals | | | | | | | | | | | | | | | 0% | 1% | 1% | 8% | 29% | 38% | 18% | 3% | 1% | | | | | 100% | 0% | 1% | 1% | 8% | 29% | 38% | 18% | 3% | 1% | | | | | 100% |

### STATISTICS

| | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 15 | 61 | 75 | 29 | 7 | 3 | 0 | 0 | 0 | 0 | 196 | 2 | 2 | 2 | 15 | 61 | 75 | 29 | 7 | 3 | 0 | 0 | 0 | 0 | 196 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:00 | 6:15 | 11:45 | 10:30 | 11:45 | 11:30 | 11:30 | 11:15 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 10:00 | 6:15 | 11:45 | 10:30 | 11:45 | 11:30 | 11:30 | 11:15 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 7 | 21 | 27 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 70 | 2 | 1 | 2 | 7 | 21 | 27 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 44 | 158 | 210 | 108 | 18 | 1 | 0 | 0 | 0 | 0 | 551 | 1 | 4 | 7 | 44 | 158 | 210 | 108 | 18 | 1 | 0 | 0 | 0 | 0 | 551 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 15:45 | 17:00 | 12:15 | 16:00 | 16:30 | 16:00 | 15:45 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 16:00 | 15:45 | 17:00 | 12:15 | 16:00 | 16:30 | 16:00 | 15:45 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 12 | 30 | 51 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 118 | 1 | 2 | 3 | 12 | 30 | 51 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 118 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 17 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 1 | 0 | 4 | 17 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:30 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 13 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 1 | 0 | 4 | 13 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 10 | 50 | 86 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 207 | 1 | 2 | 3 | 10 | 50 | 86 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 207 |
| % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 9 | 30 | 51 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 118 | 1 | 2 | 3 | 9 | 30 | 51 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 118 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 31 | 36 | 36 | 42 | 45 | 747 |
| TOTALS | 31 | 36 | 36 | 42 | 45 | 747 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | | | | | | | | | | | | | | 0 | 1 | 1 | 0 | 1 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 0 | 1 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 4 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 5 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 3 | 7 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 4 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 2 | 4 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 3 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 1 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 1 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 5 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 3 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 3 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 2 | 5 | 12 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 2 | 4 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 2 | 4 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 3 | 12 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 1 | 0 | 3 | 12 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:45 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 2 | 9 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 0 | 2 | 9 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 5 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 1 | 0 | 5 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 4 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 4 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 7 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 7 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 59 | 219 | 285 | 137 | 25 | 4 | 0 | 0 | 0 | 0 | 747 | 3 | 6 | 9 | 59 | 219 | 285 | 137 | 25 | 4 | 0 | 0 | 0 | 0 | 747 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 8% | 29% | 38% | 18% | 3% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 1% | 1% | 8% | 29% | 38% | 18% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 747 | 0 | 0 | 747 |

DAILY TOTALS

### 15-Minutes Interval

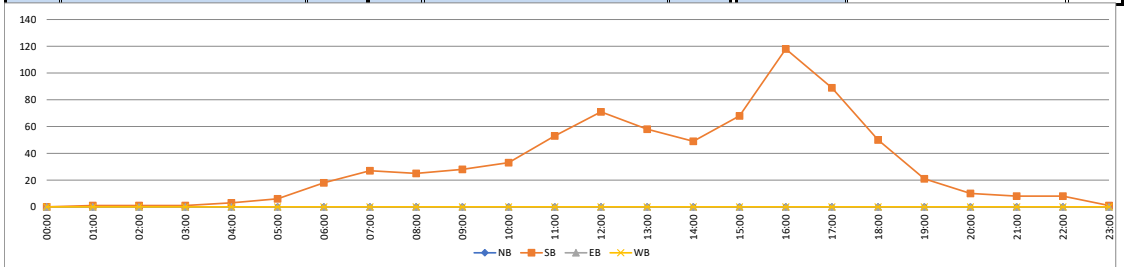
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 15 | | | 15 |
| 0:15 | | 0 | | | 0 | 12:15 | | 21 | | | 21 |
| 0:30 | | 0 | | | 0 | 12:30 | | 19 | | | 19 |
| 0:45 | | 0 | | | 0 | 12:45 | | 16 | | | 16 |
| 1:00 | | 0 | | | 0 | 13:00 | | 14 | | | 14 |
| 1:15 | | 1 | | | 1 | 13:15 | | 17 | | | 17 |
| 1:30 | | 0 | | | 0 | 13:30 | | 15 | | | 15 |
| 1:45 | | 0 | | | 0 | 13:45 | | 12 | | | 12 |
| 2:00 | | 0 | | | 0 | 14:00 | | 8 | | | 8 |
| 2:15 | | 0 | | | 0 | 14:15 | | 7 | | | 7 |
| 2:30 | | 0 | | | 0 | 14:30 | | 20 | | | 20 |
| 2:45 | | 1 | | | 1 | 14:45 | | 14 | | | 14 |
| 3:00 | | 0 | | | 0 | 15:00 | | 19 | | | 19 |
| 3:15 | | 0 | | | 0 | 15:15 | | 15 | | | 15 |
| 3:30 | | 0 | | | 0 | 15:30 | | 13 | | | 13 |
| 3:45 | | 1 | | | 1 | 15:45 | | 21 | | | 21 |
| 4:00 | | 0 | | | 0 | 16:00 | | 28 | | | 28 |
| 4:15 | | 0 | | | 0 | 16:15 | | 20 | | | 20 |
| 4:30 | | 2 | | | 2 | 16:30 | | 38 | | | 38 |
| 4:45 | | 1 | | | 1 | 16:45 | | 32 | | | 32 |
| 5:00 | | 0 | | | 0 | 17:00 | | 27 | | | 27 |
| 5:15 | | 3 | | | 3 | 17:15 | | 21 | | | 21 |
| 5:30 | | 1 | | | 1 | 17:30 | | 25 | | | 25 |
| 5:45 | | 2 | | | 2 | 17:45 | | 16 | | | 16 |
| 6:00 | | 3 | | | 3 | 18:00 | | 14 | | | 14 |
| 6:15 | | 2 | | | 2 | 18:15 | | 13 | | | 13 |
| 6:30 | | 2 | | | 2 | 18:30 | | 14 | | | 14 |
| 6:45 | | 11 | | | 11 | 18:45 | | 9 | | | 9 |
| 7:00 | | 5 | | | 5 | 19:00 | | 8 | | | 8 |
| 7:15 | | 8 | | | 8 | 19:15 | | 5 | | | 5 |
| 7:30 | | 9 | | | 9 | 19:30 | | 4 | | | 4 |
| 7:45 | | 5 | | | 5 | 19:45 | | 4 | | | 4 |
| 8:00 | | 6 | | | 6 | 20:00 | | 4 | | | 4 |
| 8:15 | | 10 | | | 10 | 20:15 | | 2 | | | 2 |
| 8:30 | | 7 | | | 7 | 20:30 | | 3 | | | 3 |
| 8:45 | | 2 | | | 2 | 20:45 | | 1 | | | 1 |
| 9:00 | | 7 | | | 7 | 21:00 | | 3 | | | 3 |
| 9:15 | | 14 | | | 14 | 21:15 | | 0 | | | 0 |
| 9:30 | | 2 | | | 2 | 21:30 | | 2 | | | 2 |
| 9:45 | | 5 | | | 5 | 21:45 | | 3 | | | 3 |
| 10:00 | | 5 | | | 5 | 22:00 | | 1 | | | 1 |
| 10:15 | | 13 | | | 13 | 22:15 | | 4 | | | 4 |
| 10:30 | | 9 | | | 9 | 22:30 | | 2 | | | 2 |
| 10:45 | | 6 | | | 6 | 22:45 | | 1 | | | 1 |
| 11:00 | | 7 | | | 7 | 23:00 | | 0 | | | 0 |
| 11:15 | | 13 | | | 13 | 23:15 | | 0 | | | 0 |
| 11:30 | | 18 | | | 18 | 23:30 | | 0 | | | 0 |
| 11:45 | | 15 | | | 15 | 23:45 | | 1 | | | 1 |
| TOTALS | 0 | 196 | 0 | 0 | 196 | TOTALS | 0 | 551 | 0 | 0 | 551 |
| SPLIT % | 0% | 100% | 0% | 0% | 26% | SPLIT % | 0% | 100% | 0% | 0% | 74% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 1 | | | 1 |
| 02:00 | 03:00 | | 1 | | | 1 |
| 03:00 | 04:00 | | 1 | | | 1 |
| 04:00 | 05:00 | | 3 | | | 3 |
| 05:00 | 06:00 | | 6 | | | 6 |
| 06:00 | 07:00 | | 18 | | | 18 |
| 07:00 | 08:00 | | 27 | | | 27 |
| 08:00 | 09:00 | | 25 | | | 25 |
| 09:00 | 10:00 | | 28 | | | 28 |
| 10:00 | 11:00 | | 33 | | | 33 |
| 11:00 | 12:00 | | 53 | | | 53 |
| 12:00 | 13:00 | | 71 | | | 71 |
| 13:00 | 14:00 | | 58 | | | 58 |
| 14:00 | 15:00 | | 49 | | | 49 |
| 15:00 | 16:00 | | 68 | | | 68 |
| 16:00 | 17:00 | | 118 | | | 118 |
| 17:00 | 18:00 | | 89 | | | 89 |
| 18:00 | 19:00 | | 50 | | | 50 |
| 19:00 | 20:00 | | 21 | | | 21 |
| 20:00 | 21:00 | | 10 | | | 10 |
| 21:00 | 22:00 | | 8 | | | 8 |
| 22:00 | 23:00 | | 8 | | | 8 |
| 23:00 | 00:00 | | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 196 | | | 196 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 53 | | | 53 |
| Peak Hour Factor | | 0.736 | | | 0.736 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 551 | | | 551 |
| Peak Hour | | 16:00 | | | 16:00 |
| Peak Volume | | 118 | | | 118 |
| Peak Hour Factor | | 0.776 | | | 0.776 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 52 | | | 52 |
| Peak Hour | | 7:30 | | | 7:30 |
| Peak Volume | | 30 | | | 30 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 207 | | | 207 |
| Peak Hour | | 16:00 | | | 16:00 |
| Peak Volume | | 118 | | | 118 |
| Peak Hour Factor | | 0.776 | | | 0.776 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Thursday **City:** Manassas
**Date:** 3/14/2024 **Project #:** VA24_260055_003

## HOURLY BREAKDOWN

### NORTHBOUND

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

### SOUTHBOUND

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 1 | 5 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 0 | 0 | 3 | 5 | 19 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 0 | 1 | 3 | 5 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 0 | 1 | 3 | 4 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 1 | 0 | 0 | 4 | 9 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 1 | 2 | 2 | 8 | 19 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:00 | 1 | 0 | 3 | 8 | 29 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:00 | 0 | 0 | 0 | 10 | 16 | 25 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 0 | 2 | 0 | 4 | 15 | 20 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 59 |
| 15:00 | 3 | 2 | 3 | 6 | 14 | 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 0 | 1 | 1 | 12 | 25 | 37 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 95 |
| 17:00 | 0 | 0 | 6 | 10 | 21 | 36 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 90 |
| 18:00 | 1 | 7 | 3 | 5 | 13 | 22 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 19:00 | 0 | 0 | 2 | 5 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 1 | 0 | 0 | 2 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 8 | 14 | 22 | 85 | 201 | 289 | 107 | 18 | 7 | 0 | 0 | 0 | 0 | 751 |
| % of Totals | 1% | 2% | 3% | 11% | 27% | 38% | 14% | 2% | 1% | | | | | 100% |

### TOTALS

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 1 | 5 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 0 | 0 | 3 | 5 | 19 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 0 | 1 | 3 | 5 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 0 | 1 | 3 | 4 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 1 | 0 | 0 | 4 | 9 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 1 | 2 | 2 | 8 | 19 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:00 | 1 | 0 | 3 | 8 | 29 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:00 | 0 | 0 | 0 | 10 | 16 | 25 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 0 | 2 | 0 | 4 | 15 | 20 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 59 |
| 15:00 | 3 | 2 | 3 | 6 | 14 | 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 0 | 1 | 1 | 12 | 25 | 37 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 95 |
| 17:00 | 0 | 0 | 6 | 10 | 21 | 36 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 90 |
| 18:00 | 1 | 7 | 3 | 5 | 13 | 22 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 19:00 | 0 | 0 | 2 | 5 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 1 | 0 | 0 | 2 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 8 | 14 | 22 | 85 | 201 | 289 | 107 | 18 | 7 | 0 | 0 | 0 | 0 | 751 |
| % of Totals | 1% | 2% | 3% | 11% | 27% | 38% | 14% | 2% | 1% | | | | | 100% |

## STATISTICS

### NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 2 | 4 | 22 | 51 | 90 | 23 | 7 | 3 | 0 | 0 | 0 | 0 | 204 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 11:45 | 10:45 | 11:15 | 11:30 | 11:30 | 11:45 | 6:45 | 6:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 2 | 3 | 9 | 26 | 29 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 6 | 12 | 18 | 63 | 150 | 199 | 84 | 11 | 4 | 0 | 0 | 0 | 0 | 547 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 14:45 | 17:30 | 17:00 | 16:00 | 12:00 | 17:15 | 16:15 | 14:00 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 3 | 7 | 6 | 12 | 29 | 42 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 96 |
| 07:00 - 09:00 | 0 | 0 | 1 | 6 | 10 | 29 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 58 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 3 | 8 | 19 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 34 |
| 16:00 - 18:00 | 0 | 1 | 7 | 22 | 46 | 73 | 30 | 4 | 2 | 0 | 0 | 0 | 0 | 185 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 6 | 12 | 25 | 40 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 96 |

### TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 2 | 4 | 22 | 51 | 90 | 23 | 7 | 3 | 0 | 0 | 0 | 0 | 204 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 11:45 | 10:45 | 11:15 | 11:30 | 11:30 | 11:45 | 6:45 | 6:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 2 | 3 | 9 | 26 | 29 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 6 | 12 | 18 | 63 | 150 | 199 | 84 | 11 | 4 | 0 | 0 | 0 | 0 | 547 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 14:45 | 17:30 | 17:00 | 16:00 | 12:00 | 17:15 | 16:15 | 14:00 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 3 | 7 | 6 | 12 | 29 | 42 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 96 |
| 07:00 - 09:00 | 0 | 0 | 1 | 6 | 10 | 29 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 58 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 3 | 8 | 19 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 34 |
| 16:00 - 18:00 | 0 | 1 | 7 | 22 | 46 | 73 | 30 | 4 | 2 | 0 | 0 | 0 | 0 | 185 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 6 | 12 | 25 | 40 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 96 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 29 | 36 | 35 | 41 | 44 | 751 |
| TOTALS | 29 | 36 | 35 | 41 | 44 | 751 |

## 15-MINUTE BREAKDOWN

### Northbound and Southbound

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 3 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 7:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 2 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | | | | | | | | | | | | | | 0 | 0 | 1 | 2 | 3 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 1 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 4 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 1 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | | | | | | | | | | | | | | 0 | 0 | 2 | 0 | 1 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | | | | | | | | | | | | | | 0 | 1 | 1 | 1 | 2 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | | | | | | | | | | | | | | 0 | 2 | 0 | 0 | 3 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | | | | | | | | | | | | | | 0 | 0 | 1 | 0 | 4 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 2 | 6 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 5 | 6 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 3 | 6 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 2 | 3 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 0 | 10 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 5 | 2 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 1 | 0 | 2 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:15 | | | | | | | | | | | | | | 0 | 1 | 7 | 2 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | | | | | | | | | | | | | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 22 | 85 | 201 | 289 | 107 | 18 | 7 | 0 | 0 | 0 | 0 | 751 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 2% | 3% | 11% | 27% | 38% | 14% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

### Totals

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 2 | 3 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 1 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 1 | 0 | 2 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 1 | 2 | 3 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 1 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 1 | 1 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 0 | 0 | 4 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 1 | 0 | 0 | 1 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 0 | 2 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 0 | 0 | 0 | 6 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 0 | 0 | 1 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 2 | 0 | 1 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 0 | 0 | 2 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 1 | 1 | 1 | 2 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 2 | 0 | 0 | 3 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 1 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 0 | 1 | 0 | 4 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:15 | 0 | 0 | 0 | 1 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 1 | 2 | 6 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:45 | 0 | 0 | 0 | 5 | 6 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 0 | 0 | 1 | 3 | 6 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | 0 | 0 | 2 | 2 | 3 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 0 | 0 | 2 | 0 | 10 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:45 | 0 | 0 | 1 | 5 | 2 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 1 | 0 | 2 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:15 | 1 | 7 | 2 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 0 | 0 | 0 | 2 | 7 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 2 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 8 | 14 | 22 | 85 | 201 | 289 | 107 | 18 | 7 | 0 | 0 | 0 | 0 | 751 |
| % of Totals | 1% | 2% | 3% | 11% | 27% | 38% | 14% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 751 | 0 | 0 | 751 |

DAILY TOTALS

### 15-Minutes Interval

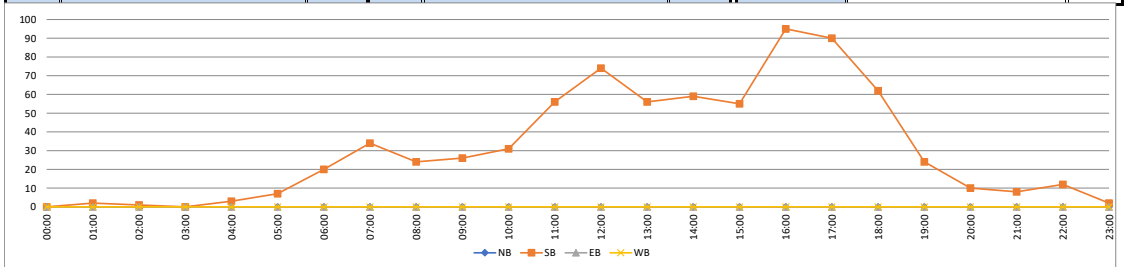
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 18 | | | 18 |
| 0:15 | | 0 | | | 0 | 12:15 | | 19 | | | 19 |
| 0:30 | | 0 | | | 0 | 12:30 | | 23 | | | 23 |
| 0:45 | | 0 | | | 0 | 12:45 | | 14 | | | 14 |
| 1:00 | | 0 | | | 0 | 13:00 | | 14 | | | 14 |
| 1:15 | | 0 | | | 0 | 13:15 | | 21 | | | 21 |
| 1:30 | | 0 | | | 0 | 13:30 | | 10 | | | 10 |
| 1:45 | | 2 | | | 2 | 13:45 | | 11 | | | 11 |
| 2:00 | | 0 | | | 0 | 14:00 | | 15 | | | 15 |
| 2:15 | | 0 | | | 0 | 14:15 | | 10 | | | 10 |
| 2:30 | | 0 | | | 0 | 14:30 | | 20 | | | 20 |
| 2:45 | | 1 | | | 1 | 14:45 | | 14 | | | 14 |
| 3:00 | | 0 | | | 0 | 15:00 | | 16 | | | 16 |
| 3:15 | | 0 | | | 0 | 15:15 | | 9 | | | 9 |
| 3:30 | | 0 | | | 0 | 15:30 | | 17 | | | 17 |
| 3:45 | | 0 | | | 0 | 15:45 | | 13 | | | 13 |
| 4:00 | | 1 | | | 1 | 16:00 | | 21 | | | 21 |
| 4:15 | | 0 | | | 0 | 16:15 | | 17 | | | 17 |
| 4:30 | | 1 | | | 1 | 16:30 | | 32 | | | 32 |
| 4:45 | | 1 | | | 1 | 16:45 | | 25 | | | 25 |
| 5:00 | | 1 | | | 1 | 17:00 | | 20 | | | 20 |
| 5:15 | | 2 | | | 2 | 17:15 | | 19 | | | 19 |
| 5:30 | | 2 | | | 2 | 17:30 | | 31 | | | 31 |
| 5:45 | | 2 | | | 2 | 17:45 | | 20 | | | 20 |
| 6:00 | | 3 | | | 3 | 18:00 | | 18 | | | 18 |
| 6:15 | | 0 | | | 0 | 18:15 | | 17 | | | 17 |
| 6:30 | | 4 | | | 4 | 18:30 | | 21 | | | 21 |
| 6:45 | | 13 | | | 13 | 18:45 | | 6 | | | 6 |
| 7:00 | | 10 | | | 10 | 19:00 | | 3 | | | 3 |
| 7:15 | | 3 | | | 3 | 19:15 | | 10 | | | 10 |
| 7:30 | | 17 | | | 17 | 19:30 | | 7 | | | 7 |
| 7:45 | | 4 | | | 4 | 19:45 | | 4 | | | 4 |
| 8:00 | | 9 | | | 9 | 20:00 | | 4 | | | 4 |
| 8:15 | | 1 | | | 1 | 20:15 | | 3 | | | 3 |
| 8:30 | | 4 | | | 4 | 20:30 | | 2 | | | 2 |
| 8:45 | | 10 | | | 10 | 20:45 | | 1 | | | 1 |
| 9:00 | | 9 | | | 9 | 21:00 | | 3 | | | 3 |
| 9:15 | | 5 | | | 5 | 21:15 | | 1 | | | 1 |
| 9:30 | | 7 | | | 7 | 21:30 | | 3 | | | 3 |
| 9:45 | | 5 | | | 5 | 21:45 | | 1 | | | 1 |
| 10:00 | | 9 | | | 9 | 22:00 | | 4 | | | 4 |
| 10:15 | | 7 | | | 7 | 22:15 | | 3 | | | 3 |
| 10:30 | | 10 | | | 10 | 22:30 | | 4 | | | 4 |
| 10:45 | | 5 | | | 5 | 22:45 | | 1 | | | 1 |
| 11:00 | | 14 | | | 14 | 23:00 | | 0 | | | 0 |
| 11:15 | | 12 | | | 12 | 23:15 | | 0 | | | 0 |
| 11:30 | | 20 | | | 20 | 23:30 | | 0 | | | 0 |
| 11:45 | | 10 | | | 10 | 23:45 | | 2 | | | 2 |
| TOTALS | 0 | 204 | 0 | 0 | 204 | TOTALS | 0 | 547 | 0 | 0 | 547 |
| SPLIT % | 0% | 100% | 0% | 0% | 27% | SPLIT % | 0% | 100% | 0% | 0% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 2 | | | 2 |
| 02:00 | 03:00 | | 1 | | | 1 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 3 | | | 3 |
| 05:00 | 06:00 | | 7 | | | 7 |
| 06:00 | 07:00 | | 20 | | | 20 |
| 07:00 | 08:00 | | 34 | | | 34 |
| 08:00 | 09:00 | | 24 | | | 24 |
| 09:00 | 10:00 | | 26 | | | 26 |
| 10:00 | 11:00 | | 31 | | | 31 |
| 11:00 | 12:00 | | 56 | | | 56 |
| 12:00 | 13:00 | | 74 | | | 74 |
| 13:00 | 14:00 | | 56 | | | 56 |
| 14:00 | 15:00 | | 59 | | | 59 |
| 15:00 | 16:00 | | 55 | | | 55 |
| 16:00 | 17:00 | | 95 | | | 95 |
| 17:00 | 18:00 | | 90 | | | 90 |
| 18:00 | 19:00 | | 62 | | | 62 |
| 19:00 | 20:00 | | 24 | | | 24 |
| 20:00 | 21:00 | | 10 | | | 10 |
| 21:00 | 22:00 | | 8 | | | 8 |
| 22:00 | 23:00 | | 12 | | | 12 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 204 | | | 204 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 56 | | | 56 |
| Peak Hour Factor | | 0.700 | | | 0.700 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 547 | | | 547 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 96 | | | 96 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 58 | | | 58 |
| Peak Hour | | 7:00 | | | 7:00 |
| Peak Volume | | 34 | | | 34 |
| Peak Hour Factor | | 0.500 | | | 0.500 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 185 | | | 185 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 96 | | | 96 |
| Peak Hour Factor | | 0.750 | | | 0.750 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_003

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

SOUTHBOUND

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 2 | 1 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 2 | 0 | 4 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 2 | 0 | 1 | 2 | 10 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 9:00 | 0 | 0 | 1 | 3 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:00 | 0 | 1 | 0 | 1 | 10 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 1 | 1 | 4 | 10 | 17 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 0 | 1 | 1 | 4 | 24 | 27 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 0 | 1 | 5 | 15 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 0 | 0 | 0 | 3 | 19 | 20 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 15:00 | 0 | 0 | 0 | 5 | 11 | 24 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 1 | 0 | 4 | 7 | 19 | 28 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 77 |
| 17:00 | 0 | 0 | 0 | 2 | 15 | 32 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 61 |
| 18:00 | 0 | 0 | 1 | 1 | 10 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 19:00 | 0 | 0 | 2 | 3 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 4 | 14 | 44 | 175 | 269 | 99 | 26 | 0 | 0 | 0 | 0 | 0 | 635 |
| % of Totals | 1% | 1% | 2% | 7% | 28% | 42% | 16% | 4% | | | | | | 100% |

TOTALS

| Time | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 2 | 1 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 2 | 0 | 4 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 2 | 0 | 1 | 2 | 10 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 9:00 | 0 | 0 | 1 | 3 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:00 | 0 | 1 | 0 | 1 | 10 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 1 | 1 | 4 | 10 | 17 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 0 | 1 | 1 | 4 | 24 | 27 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 0 | 1 | 5 | 15 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 0 | 0 | 0 | 3 | 19 | 20 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 15:00 | 0 | 0 | 0 | 5 | 11 | 24 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 1 | 0 | 4 | 7 | 19 | 28 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 77 |
| 17:00 | 0 | 0 | 0 | 2 | 15 | 32 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 61 |
| 18:00 | 0 | 0 | 1 | 1 | 10 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 19:00 | 0 | 0 | 2 | 3 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 4 | 14 | 44 | 175 | 269 | 99 | 26 | 0 | 0 | 0 | 0 | 0 | 635 |
| % of Totals | 1% | 1% | 2% | 7% | 28% | 42% | 16% | 4% | | | | | | 100% |

### STATISTICS

NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 3 | 5 | 13 | 48 | 86 | 27 | 14 | 0 | 0 | 0 | 0 | 0 | 199 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:45 | 10:15 | 6:15 | 8:15 | 11:45 | 11:15 | 11:30 | 6:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 2 | 2 | 4 | 23 | 26 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 1 | 1 | 9 | 31 | 127 | 183 | 72 | 12 | 0 | 0 | 0 | 0 | 0 | 436 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 15:30 | 12:00 | 16:00 | 15:15 | 12:00 | 15:30 | 15:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 1 | 1 | 4 | 8 | 24 | 33 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:00 - 09:00 | 2 | 0 | 3 | 2 | 14 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:45 | 7:00 | 7:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 2 | 0 | 2 | 2 | 10 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 - 18:00 | 1 | 0 | 4 | 9 | 34 | 60 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 138 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 4 | 7 | 23 | 32 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 77 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 3 | 5 | 13 | 48 | 86 | 27 | 14 | 0 | 0 | 0 | 0 | 0 | 199 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:45 | 10:15 | 6:15 | 8:15 | 11:45 | 11:15 | 11:30 | 6:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 2 | 2 | 4 | 23 | 26 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 1 | 1 | 9 | 31 | 127 | 183 | 72 | 12 | 0 | 0 | 0 | 0 | 0 | 436 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 15:30 | 12:00 | 16:00 | 15:15 | 12:00 | 15:30 | 15:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 1 | 1 | 4 | 8 | 24 | 33 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:00 - 09:00 | 2 | 0 | 3 | 2 | 14 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:45 | 7:00 | 7:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 2 | 0 | 2 | 2 | 10 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 - 18:00 | 1 | 0 | 4 | 9 | 34 | 60 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 138 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 4 | 7 | 23 | 32 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 77 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 31 | 36 | 36 | 42 | 45 | 635 |
| TOTALS | 31 | 36 | 36 | 42 | 45 | 635 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 0 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 0 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 0 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 0 |
| 7:15 | | | | | | | | | | | | | | 0 |
| 7:30 | | | | | | | | | | | | | | 0 |
| 7:45 | | | | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | | | | 0 |
| 8:15 | | | | | | | | | | | | | | 0 |
| 8:30 | | | | | | | | | | | | | | 0 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 0 |
| 9:15 | | | | | | | | | | | | | | 0 |
| 9:30 | | | | | | | | | | | | | | 0 |
| 9:45 | | | | | | | | | | | | | | 0 |
| 10:00 | | | | | | | | | | | | | | 0 |
| 10:15 | | | | | | | | | | | | | | 0 |
| 10:30 | | | | | | | | | | | | | | 0 |
| 10:45 | | | | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | | | | 0 |
| 11:15 | | | | | | | | | | | | | | 0 |
| 11:30 | | | | | | | | | | | | | | 0 |
| 11:45 | | | | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | | | | 0 |
| 12:15 | | | | | | | | | | | | | | 0 |
| 12:30 | | | | | | | | | | | | | | 0 |
| 12:45 | | | | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | | | | 0 |
| 13:15 | | | | | | | | | | | | | | 0 |
| 13:30 | | | | | | | | | | | | | | 0 |
| 13:45 | | | | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | | | | 0 |
| 14:15 | | | | | | | | | | | | | | 0 |
| 14:30 | | | | | | | | | | | | | | 0 |
| 14:45 | | | | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | | | | 0 |
| 15:15 | | | | | | | | | | | | | | 0 |
| 15:30 | | | | | | | | | | | | | | 0 |
| 15:45 | | | | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | | | | 0 |
| 16:15 | | | | | | | | | | | | | | 0 |
| 16:30 | | | | | | | | | | | | | | 0 |
| 16:45 | | | | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | | | | 0 |
| 17:15 | | | | | | | | | | | | | | 0 |
| 17:30 | | | | | | | | | | | | | | 0 |
| 17:45 | | | | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | | | | 0 |
| 18:15 | | | | | | | | | | | | | | 0 |
| 18:30 | | | | | | | | | | | | | | 0 |
| 18:45 | | | | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | | | | 0 |
| 19:15 | | | | | | | | | | | | | | 0 |
| 19:30 | | | | | | | | | | | | | | 0 |
| 19:45 | | | | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | | | | 0 |
| 20:15 | | | | | | | | | | | | | | 0 |
| 20:30 | | | | | | | | | | | | | | 0 |
| 20:45 | | | | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 0 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 0 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 1 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 0 | 1 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 0 | 0 | 0 | 6 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 0 | 1 | 2 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 1 | 0 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 1 | 1 | 6 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 0 | 0 | 2 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 0 | 0 | 1 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 0 | 11 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 0 | 3 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 0 | 1 | 3 | 2 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:15 | 1 | 0 | 0 | 1 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 1 | 1 | 6 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 0 | 2 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 0 | 4 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:15 | 0 | 0 | 0 | 0 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 4 | 14 | 44 | 175 | 269 | 99 | 26 | 0 | 0 | 0 | 0 | 0 | 635 |
| % of Totals | 1% | 1% | 2% | 7% | 28% | 42% | 16% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 1 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 0 | 1 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 0 | 0 | 0 | 6 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 0 | 1 | 2 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 1 | 0 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 1 | 1 | 6 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 0 | 0 | 2 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 0 | 0 | 1 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 0 | 11 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 0 | 3 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 0 | 1 | 3 | 2 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:15 | 1 | 0 | 0 | 1 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 1 | 1 | 6 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 0 | 2 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 0 | 4 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:15 | 0 | 0 | 0 | 0 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 4 | 14 | 44 | 175 | 269 | 99 | 26 | 0 | 0 | 0 | 0 | 0 | 635 |
| % of Totals | 1% | 1% | 2% | 7% | 28% | 42% | 16% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 635 | 0 | 0 | 635 |

DAILY TOTALS

### 15-Minutes Interval

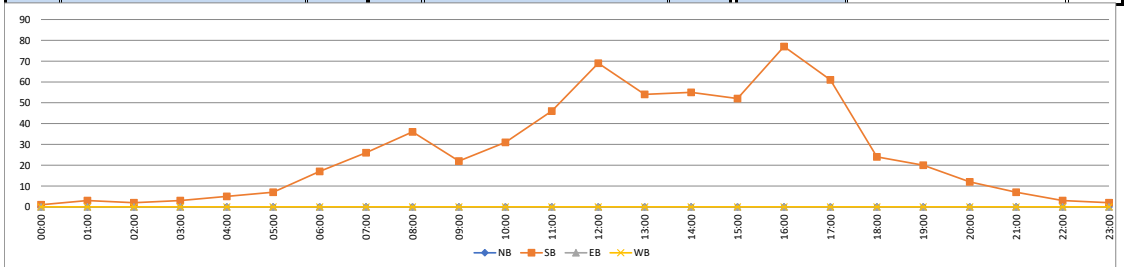
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 21 | | | 21 |
| 0:15 | | 1 | | | 1 | 12:15 | | 16 | | | 16 |
| 0:30 | | 0 | | | 0 | 12:30 | | 18 | | | 18 |
| 0:45 | | 0 | | | 0 | 12:45 | | 14 | | | 14 |
| 1:00 | | 0 | | | 0 | 13:00 | | 19 | | | 19 |
| 1:15 | | 1 | | | 1 | 13:15 | | 9 | | | 9 |
| 1:30 | | 2 | | | 2 | 13:30 | | 15 | | | 15 |
| 1:45 | | 0 | | | 0 | 13:45 | | 11 | | | 11 |
| 2:00 | | 0 | | | 0 | 14:00 | | 15 | | | 15 |
| 2:15 | | 0 | | | 0 | 14:15 | | 10 | | | 10 |
| 2:30 | | 0 | | | 0 | 14:30 | | 24 | | | 24 |
| 2:45 | | 2 | | | 2 | 14:45 | | 6 | | | 6 |
| 3:00 | | 0 | | | 0 | 15:00 | | 9 | | | 9 |
| 3:15 | | 0 | | | 0 | 15:15 | | 13 | | | 13 |
| 3:30 | | 0 | | | 0 | 15:30 | | 14 | | | 14 |
| 3:45 | | 3 | | | 3 | 15:45 | | 16 | | | 16 |
| 4:00 | | 0 | | | 0 | 16:00 | | 26 | | | 26 |
| 4:15 | | 0 | | | 0 | 16:15 | | 17 | | | 17 |
| 4:30 | | 3 | | | 3 | 16:30 | | 21 | | | 21 |
| 4:45 | | 2 | | | 2 | 16:45 | | 13 | | | 13 |
| 5:00 | | 2 | | | 2 | 17:00 | | 21 | | | 21 |
| 5:15 | | 1 | | | 1 | 17:15 | | 18 | | | 18 |
| 5:30 | | 1 | | | 1 | 17:30 | | 13 | | | 13 |
| 5:45 | | 3 | | | 3 | 17:45 | | 9 | | | 9 |
| 6:00 | | 1 | | | 1 | 18:00 | | 8 | | | 8 |
| 6:15 | | 2 | | | 2 | 18:15 | | 7 | | | 7 |
| 6:30 | | 9 | | | 9 | 18:30 | | 3 | | | 3 |
| 6:45 | | 5 | | | 5 | 18:45 | | 6 | | | 6 |
| 7:00 | | 7 | | | 7 | 19:00 | | 7 | | | 7 |
| 7:15 | | 5 | | | 5 | 19:15 | | 3 | | | 3 |
| 7:30 | | 5 | | | 5 | 19:30 | | 7 | | | 7 |
| 7:45 | | 9 | | | 9 | 19:45 | | 3 | | | 3 |
| 8:00 | | 7 | | | 7 | 20:00 | | 4 | | | 4 |
| 8:15 | | 11 | | | 11 | 20:15 | | 2 | | | 2 |
| 8:30 | | 6 | | | 6 | 20:30 | | 4 | | | 4 |
| 8:45 | | 12 | | | 12 | 20:45 | | 2 | | | 2 |
| 9:00 | | 8 | | | 8 | 21:00 | | 0 | | | 0 |
| 9:15 | | 3 | | | 3 | 21:15 | | 2 | | | 2 |
| 9:30 | | 6 | | | 6 | 21:30 | | 3 | | | 3 |
| 9:45 | | 5 | | | 5 | 21:45 | | 2 | | | 2 |
| 10:00 | | 4 | | | 4 | 22:00 | | 0 | | | 0 |
| 10:15 | | 8 | | | 8 | 22:15 | | 1 | | | 1 |
| 10:30 | | 11 | | | 11 | 22:30 | | 0 | | | 0 |
| 10:45 | | 8 | | | 8 | 22:45 | | 2 | | | 2 |
| 11:00 | | 8 | | | 8 | 23:00 | | 0 | | | 0 |
| 11:15 | | 16 | | | 16 | 23:15 | | 1 | | | 1 |
| 11:30 | | 11 | | | 11 | 23:30 | | 1 | | | 1 |
| 11:45 | | 11 | | | 11 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 199 | 0 | 0 | 199 | TOTALS | 0 | 436 | 0 | 0 | 436 |
| SPLIT % | 0% | 100% | 0% | 0% | 31% | SPLIT % | 0% | 100% | 0% | 0% | 69% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 1 | | | 1 |
| 01:00 | 02:00 | | 3 | | | 3 |
| 02:00 | 03:00 | | 2 | | | 2 |
| 03:00 | 04:00 | | 3 | | | 3 |
| 04:00 | 05:00 | | 5 | | | 5 |
| 05:00 | 06:00 | | 7 | | | 7 |
| 06:00 | 07:00 | | 17 | | | 17 |
| 07:00 | 08:00 | | 26 | | | 26 |
| 08:00 | 09:00 | | 36 | | | 36 |
| 09:00 | 10:00 | | 22 | | | 22 |
| 10:00 | 11:00 | | 31 | | | 31 |
| 11:00 | 12:00 | | 46 | | | 46 |
| 12:00 | 13:00 | | 69 | | | 69 |
| 13:00 | 14:00 | | 54 | | | 54 |
| 14:00 | 15:00 | | 55 | | | 55 |
| 15:00 | 16:00 | | 52 | | | 52 |
| 16:00 | 17:00 | | 77 | | | 77 |
| 17:00 | 18:00 | | 61 | | | 61 |
| 18:00 | 19:00 | | 24 | | | 24 |
| 19:00 | 20:00 | | 20 | | | 20 |
| 20:00 | 21:00 | | 12 | | | 12 |
| 21:00 | 22:00 | | 7 | | | 7 |
| 22:00 | 23:00 | | 3 | | | 3 |
| 23:00 | 00:00 | | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 199 | | | 199 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 46 | | | 46 |
| Peak Hour Factor | | 0.719 | | | 0.719 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 436 | | | 436 |
| Peak Hour | | 15:45 | | | 15:45 |
| Peak Volume | | 80 | | | 80 |
| Peak Hour Factor | | 0.769 | | | 0.769 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 62 | | | 62 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 36 | | | 36 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 138 | | | 138 |
| Peak Hour | | 16:00 | | | 16:00 |
| Peak Volume | | 77 | | | 77 |
| Peak Hour Factor | | 0.740 | | | 0.740 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_003

### HOURLY BREAKDOWN

**NORTHBOUND**

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

**SOUTHBOUND**

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 1 | 0 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 1 | 0 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 1 | 3 | 1 | 6 | 9 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 3 | 0 | 4 | 7 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 1 | 4 | 1 | 2 | 4 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 0 | 3 | 2 | 12 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 1 | 0 | 0 | 2 | 10 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 0 | 2 | 7 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 1 | 2 | 1 | 0 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 1 | 2 | 0 | 0 | 4 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 0 | 5 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 19:00 | 2 | 0 | 3 | 7 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 1 | 0 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 8 | 17 | 13 | 38 | 89 | 81 | 48 | 13 | 6 | 0 | 0 | 0 | 0 | 313 |
| % of Totals | 3% | 5% | 4% | 12% | 28% | 26% | 15% | 4% | 2% | | | | | 100% |

**TOTALS**

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 1 | 0 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 1 | 0 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 1 | 3 | 1 | 6 | 9 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 3 | 0 | 4 | 7 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 1 | 4 | 1 | 2 | 4 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 0 | 3 | 2 | 12 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 1 | 0 | 0 | 2 | 10 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 0 | 2 | 7 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 1 | 2 | 1 | 0 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 1 | 2 | 0 | 0 | 4 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 0 | 5 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 19:00 | 2 | 0 | 3 | 7 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 1 | 0 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 8 | 17 | 13 | 38 | 89 | 81 | 48 | 13 | 6 | 0 | 0 | 0 | 0 | 313 |
| % of Totals | 3% | 5% | 4% | 12% | 28% | 26% | 15% | 4% | 2% | | | | | 100% |

### STATISTICS

**NORTHBOUND**

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**SOUTHBOUND**

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 9 | 3 | 18 | 34 | 38 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 124 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 9:30 | 11:45 | 2:15 | 9:45 | 10:00 | 11:45 | 11:00 | 11:30 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 5 | 1 | 7 | 9 | 13 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 35 |
| 12:00 - 24:00 | 7 | 8 | 10 | 20 | 55 | 43 | 32 | 9 | 5 | 0 | 0 | 0 | 0 | 189 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 19:00 | 12:00 | 13:00 | 15:00 | 12:45 | 12:00 | 13:30 | 12:00 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 2 | 4 | 3 | 7 | 12 | 8 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 29 |
| 07:00 - 09:00 | 0 | 1 | 1 | 2 | 10 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:15 | 7:00 | 8:00 | 7:45 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 1 | 1 | 2 | 8 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 - 18:00 | 2 | 4 | 1 | 0 | 9 | 10 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 36 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 3 | 1 | 0 | 5 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |

**TOTALS**

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 9 | 3 | 18 | 34 | 38 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 124 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 9:30 | 11:45 | 2:15 | 9:45 | 10:00 | 11:45 | 11:00 | 11:30 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 5 | 1 | 7 | 9 | 13 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 35 |
| 12:00 - 24:00 | 7 | 8 | 10 | 20 | 55 | 43 | 32 | 9 | 5 | 0 | 0 | 0 | 0 | 189 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 19:00 | 12:00 | 13:00 | 15:00 | 12:45 | 12:00 | 13:30 | 12:00 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 2 | 4 | 3 | 7 | 12 | 8 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 29 |
| 07:00 - 09:00 | 0 | 1 | 1 | 2 | 10 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 7:00 | 7:00 | 7:15 | 7:00 | 8:00 | 7:45 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 1 | 1 | 2 | 8 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 - 18:00 | 2 | 4 | 1 | 0 | 9 | 10 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 36 |
| % | | | | | | | | | | | | | | |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 3 | 1 | 0 | 5 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 26 | 35 | 34 | 42 | 21 | 313 |
| TOTALS | 26 | 35 | 34 | 42 | 21 | 313 |

### 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 0 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 0 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 0 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 0 |
| 7:15 | | | | | | | | | | | | | | 0 |
| 7:30 | | | | | | | | | | | | | | 0 |
| 7:45 | | | | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | | | | 0 |
| 8:15 | | | | | | | | | | | | | | 0 |
| 8:30 | | | | | | | | | | | | | | 0 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 0 |
| 9:15 | | | | | | | | | | | | | | 0 |
| 9:30 | | | | | | | | | | | | | | 0 |
| 9:45 | | | | | | | | | | | | | | 0 |
| 10:00 | | | | | | | | | | | | | | 0 |
| 10:15 | | | | | | | | | | | | | | 0 |
| 10:30 | | | | | | | | | | | | | | 0 |
| 10:45 | | | | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | | | | 0 |
| 11:15 | | | | | | | | | | | | | | 0 |
| 11:30 | | | | | | | | | | | | | | 0 |
| 11:45 | | | | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | | | | 0 |
| 12:15 | | | | | | | | | | | | | | 0 |
| 12:30 | | | | | | | | | | | | | | 0 |
| 12:45 | | | | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | | | | 0 |
| 13:15 | | | | | | | | | | | | | | 0 |
| 13:30 | | | | | | | | | | | | | | 0 |
| 13:45 | | | | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | | | | 0 |
| 14:15 | | | | | | | | | | | | | | 0 |
| 14:30 | | | | | | | | | | | | | | 0 |
| 14:45 | | | | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | | | | 0 |
| 15:15 | | | | | | | | | | | | | | 0 |
| 15:30 | | | | | | | | | | | | | | 0 |
| 15:45 | | | | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | | | | 0 |
| 16:15 | | | | | | | | | | | | | | 0 |
| 16:30 | | | | | | | | | | | | | | 0 |
| 16:45 | | | | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | | | | 0 |
| 17:15 | | | | | | | | | | | | | | 0 |
| 17:30 | | | | | | | | | | | | | | 0 |
| 17:45 | | | | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | | | | 0 |
| 18:15 | | | | | | | | | | | | | | 0 |
| 18:30 | | | | | | | | | | | | | | 0 |
| 18:45 | | | | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | | | | 0 |
| 19:15 | | | | | | | | | | | | | | 0 |
| 19:30 | | | | | | | | | | | | | | 0 |
| 19:45 | | | | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | | | | 0 |
| 20:15 | | | | | | | | | | | | | | 0 |
| 20:30 | | | | | | | | | | | | | | 0 |
| 20:45 | | | | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 0 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 0 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

**SOUTHBOUND**

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 2 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 1 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 1 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 2 | 0 | 1 | 5 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 1 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 1 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 1 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 8 | 17 | 13 | 38 | 89 | 81 | 48 | 13 | 6 | 0 | 0 | 0 | 0 | 313 |
| % of Totals | 3% | 5% | 4% | 12% | 28% | 26% | 15% | 4% | 2% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 2 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 1 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 1 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 2 | 0 | 1 | 5 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 1 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 1 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 1 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 8 | 17 | 13 | 38 | 89 | 81 | 48 | 13 | 6 | 0 | 0 | 0 | 0 | 313 |
| % of Totals | 3% | 5% | 4% | 12% | 28% | 26% | 15% | 4% | 2% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 313 | 0 | 0 | 313 |

DAILY TOTALS

### 15-Minutes Interval

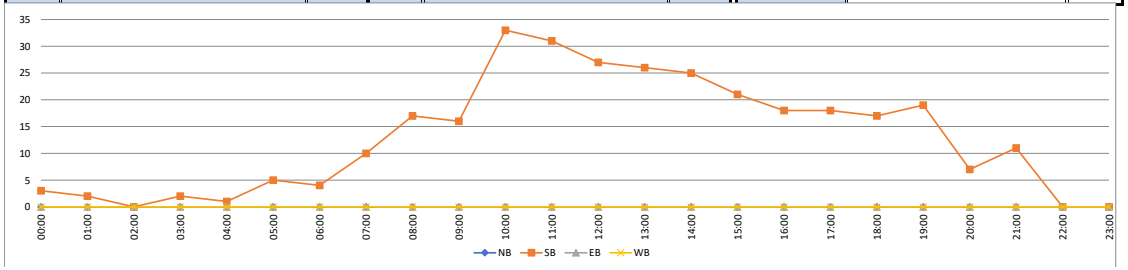
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 9 | | | 9 |
| 0:15 | | 0 | | | 0 | 12:15 | | 5 | | | 5 |
| 0:30 | | 1 | | | 1 | 12:30 | | 5 | | | 5 |
| 0:45 | | 2 | | | 2 | 12:45 | | 8 | | | 8 |
| 1:00 | | 2 | | | 2 | 13:00 | | 6 | | | 6 |
| 1:15 | | 0 | | | 0 | 13:15 | | 6 | | | 6 |
| 1:30 | | 0 | | | 0 | 13:30 | | 7 | | | 7 |
| 1:45 | | 0 | | | 0 | 13:45 | | 7 | | | 7 |
| 2:00 | | 0 | | | 0 | 14:00 | | 4 | | | 4 |
| 2:15 | | 0 | | | 0 | 14:15 | | 11 | | | 11 |
| 2:30 | | 0 | | | 0 | 14:30 | | 3 | | | 3 |
| 2:45 | | 0 | | | 0 | 14:45 | | 7 | | | 7 |
| 3:00 | | 2 | | | 2 | 15:00 | | 3 | | | 3 |
| 3:15 | | 0 | | | 0 | 15:15 | | 6 | | | 6 |
| 3:30 | | 0 | | | 0 | 15:30 | | 5 | | | 5 |
| 3:45 | | 0 | | | 0 | 15:45 | | 7 | | | 7 |
| 4:00 | | 1 | | | 1 | 16:00 | | 4 | | | 4 |
| 4:15 | | 0 | | | 0 | 16:15 | | 3 | | | 3 |
| 4:30 | | 0 | | | 0 | 16:30 | | 10 | | | 10 |
| 4:45 | | 0 | | | 0 | 16:45 | | 1 | | | 1 |
| 5:00 | | 0 | | | 0 | 17:00 | | 5 | | | 5 |
| 5:15 | | 3 | | | 3 | 17:15 | | 4 | | | 4 |
| 5:30 | | 2 | | | 2 | 17:30 | | 4 | | | 4 |
| 5:45 | | 0 | | | 0 | 17:45 | | 5 | | | 5 |
| 6:00 | | 0 | | | 0 | 18:00 | | 6 | | | 6 |
| 6:15 | | 3 | | | 3 | 18:15 | | 5 | | | 5 |
| 6:30 | | 1 | | | 1 | 18:30 | | 1 | | | 1 |
| 6:45 | | 0 | | | 0 | 18:45 | | 5 | | | 5 |
| 7:00 | | 3 | | | 3 | 19:00 | | 6 | | | 6 |
| 7:15 | | 3 | | | 3 | 19:15 | | 5 | | | 5 |
| 7:30 | | 3 | | | 3 | 19:30 | | 4 | | | 4 |
| 7:45 | | 1 | | | 1 | 19:45 | | 4 | | | 4 |
| 8:00 | | 6 | | | 6 | 20:00 | | 3 | | | 3 |
| 8:15 | | 3 | | | 3 | 20:15 | | 2 | | | 2 |
| 8:30 | | 5 | | | 5 | 20:30 | | 0 | | | 0 |
| 8:45 | | 3 | | | 3 | 20:45 | | 2 | | | 2 |
| 9:00 | | 1 | | | 1 | 21:00 | | 3 | | | 3 |
| 9:15 | | 4 | | | 4 | 21:15 | | 6 | | | 6 |
| 9:30 | | 5 | | | 5 | 21:30 | | 1 | | | 1 |
| 9:45 | | 6 | | | 6 | 21:45 | | 1 | | | 1 |
| 10:00 | | 11 | | | 11 | 22:00 | | 0 | | | 0 |
| 10:15 | | 6 | | | 6 | 22:15 | | 0 | | | 0 |
| 10:30 | | 7 | | | 7 | 22:30 | | 0 | | | 0 |
| 10:45 | | 9 | | | 9 | 22:45 | | 0 | | | 0 |
| 11:00 | | 9 | | | 9 | 23:00 | | 0 | | | 0 |
| 11:15 | | 4 | | | 4 | 23:15 | | 0 | | | 0 |
| 11:30 | | 2 | | | 2 | 23:30 | | 0 | | | 0 |
| 11:45 | | 16 | | | 16 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 124 | 0 | 0 | 124 | TOTALS | 0 | 189 | 0 | 0 | 189 |
| SPLIT % | 0% | 100% | 0% | 0% | 40% | SPLIT % | 0% | 100% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 3 | | | 3 |
| 01:00 | 02:00 | | 2 | | | 2 |
| 02:00 | 03:00 | | 0 | | | 0 |
| 03:00 | 04:00 | | 2 | | | 2 |
| 04:00 | 05:00 | | 1 | | | 1 |
| 05:00 | 06:00 | | 5 | | | 5 |
| 06:00 | 07:00 | | 4 | | | 4 |
| 07:00 | 08:00 | | 10 | | | 10 |
| 08:00 | 09:00 | | 17 | | | 17 |
| 09:00 | 10:00 | | 16 | | | 16 |
| 10:00 | 11:00 | | 33 | | | 33 |
| 11:00 | 12:00 | | 31 | | | 31 |
| 12:00 | 13:00 | | 27 | | | 27 |
| 13:00 | 14:00 | | 26 | | | 26 |
| 14:00 | 15:00 | | 25 | | | 25 |
| 15:00 | 16:00 | | 21 | | | 21 |
| 16:00 | 17:00 | | 18 | | | 18 |
| 17:00 | 18:00 | | 18 | | | 18 |
| 18:00 | 19:00 | | 17 | | | 17 |
| 19:00 | 20:00 | | 19 | | | 19 |
| 20:00 | 21:00 | | 7 | | | 7 |
| 21:00 | 22:00 | | 11 | | | 11 |
| 22:00 | 23:00 | | 0 | | | 0 |
| 23:00 | 00:00 | | 0 | | | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 124 | | | 124 |
| Peak Hour | | 10:00 | | | 10:00 |
| Peak Volume | | 33 | | | 33 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 189 | | | 189 |
| Peak Hour | | 13:30 | | | 13:30 |
| Peak Volume | | 29 | | | 29 |
| Peak Hour Factor | | 0.659 | | | 0.659 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 27 | | | 27 |
| Peak Hour | | 8:00 | | | 8:00 |
| Peak Volume | | 17 | | | 17 |
| Peak Hour Factor | | 0.708 | | | 0.708 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 36 | | | 36 |
| Peak Hour | | 16:30 | | | 16:30 |
| Peak Volume | | 20 | | | 20 |
| Peak Hour Factor | | 0.500 | | | 0.500 |



Prepared by National Data & Surveying Services

# SPEED

## Observation Rd N/O Piper Ln

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_003

### HOURLY BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | | | | | | | | | | | | | | |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 1 | 0 | 0 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 5 | 3 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 | 0 | 0 | 2 | 1 | 10 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 0 | 0 | 0 | 8 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 2 | 0 | 1 | 2 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 1 | 1 | 3 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 0 | 0 | 5 | 5 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 1 | 0 | 2 | 3 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 1 | 1 | 1 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 5 | 13 | 23 | 60 | 77 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 228 |
| % of Totals | 1% | 2% | 6% | 10% | 26% | 34% | 17% | 4% | | | | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 1 | 0 | 0 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 5 | 3 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 | 0 | 0 | 2 | 1 | 10 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 0 | 0 | 0 | 8 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 2 | 0 | 1 | 2 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 1 | 1 | 3 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 0 | 0 | 5 | 5 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 1 | 0 | 2 | 3 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 1 | 1 | 1 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 5 | 13 | 23 | 60 | 77 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 228 |
| % of Totals | 1% | 2% | 6% | 10% | 26% | 34% | 17% | 4% | | | | | | 100% |

### STATISTICS

**NORTHBOUND**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 |
| | Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 24:00 | Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 09:00 | Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 18:00 | Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**SOUTHBOUND**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | Volume | 0 | 2 | 5 | 8 | 19 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 61 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 0:00 | 1:15 | 11:00 | 11:00 | 11:30 | 10:45 | 11:45 | 9:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 0 | 1 | 5 | 3 | 10 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 - 24:00 | Volume | 3 | 3 | 8 | 15 | 41 | 59 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 167 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 13:45 | 17:15 | 14:30 | 15:15 | 12:00 | 14:45 | 16:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| | Peak Volume | 2 | 2 | 4 | 5 | 10 | 10 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 07:00 - 09:00 | Volume | 0 | 0 | 0 | 1 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| | Peak Volume | 0 | 0 | 0 | 1 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | Volume | 0 | 1 | 0 | 7 | 8 | 12 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:15 | 16:15 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 1 | 0 | 5 | 6 | 8 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |

**TOTALS**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | Volume | 0 | 2 | 5 | 8 | 19 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 61 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 0:00 | 1:15 | 11:00 | 11:00 | 11:30 | 10:45 | 11:45 | 9:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 0 | 1 | 5 | 3 | 10 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 - 24:00 | Volume | 3 | 3 | 8 | 15 | 41 | 59 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 167 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 13:45 | 17:15 | 14:30 | 15:15 | 12:00 | 14:45 | 16:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| | Peak Volume | 2 | 2 | 4 | 5 | 10 | 10 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 07:00 - 09:00 | Volume | 0 | 0 | 0 | 1 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| | Peak Volume | 0 | 0 | 0 | 1 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | Volume | 0 | 1 | 0 | 7 | 8 | 12 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| | % | | | | | | | | | | | | | | |
| | Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:15 | 16:15 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 1 | 0 | 5 | 6 | 8 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | | | | | | 0 |
| SOUTHBOUND | 28 | 36 | 35 | 42 | 45 | 228 |
| TOTALS | 28 | 36 | 35 | 42 | 45 | 228 |

### 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | | | | | | | | | | | | 0 |
| 0:15 | | | | | | | | | | | | | | 0 |
| 0:30 | | | | | | | | | | | | | | 0 |
| 0:45 | | | | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | | | | 0 |
| 1:15 | | | | | | | | | | | | | | 0 |
| 1:30 | | | | | | | | | | | | | | 0 |
| 1:45 | | | | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | | | | 0 |
| 2:15 | | | | | | | | | | | | | | 0 |
| 2:30 | | | | | | | | | | | | | | 0 |
| 2:45 | | | | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | | | | 0 |
| 3:15 | | | | | | | | | | | | | | 0 |
| 3:30 | | | | | | | | | | | | | | 0 |
| 3:45 | | | | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | | | | 0 |
| 4:15 | | | | | | | | | | | | | | 0 |
| 4:30 | | | | | | | | | | | | | | 0 |
| 4:45 | | | | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | | | | 0 |
| 5:15 | | | | | | | | | | | | | | 0 |
| 5:30 | | | | | | | | | | | | | | 0 |
| 5:45 | | | | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | | | | 0 |
| 6:15 | | | | | | | | | | | | | | 0 |
| 6:30 | | | | | | | | | | | | | | 0 |
| 6:45 | | | | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | | | | 0 |
| 7:15 | | | | | | | | | | | | | | 0 |
| 7:30 | | | | | | | | | | | | | | 0 |
| 7:45 | | | | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | | | | 0 |
| 8:15 | | | | | | | | | | | | | | 0 |
| 8:30 | | | | | | | | | | | | | | 0 |
| 8:45 | | | | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | | | | 0 |
| 9:15 | | | | | | | | | | | | | | 0 |
| 9:30 | | | | | | | | | | | | | | 0 |
| 9:45 | | | | | | | | | | | | | | 0 |
| 10:00 | | | | | | | | | | | | | | 0 |
| 10:15 | | | | | | | | | | | | | | 0 |
| 10:30 | | | | | | | | | | | | | | 0 |
| 10:45 | | | | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | | | | 0 |
| 11:15 | | | | | | | | | | | | | | 0 |
| 11:30 | | | | | | | | | | | | | | 0 |
| 11:45 | | | | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | | | | 0 |
| 12:15 | | | | | | | | | | | | | | 0 |
| 12:30 | | | | | | | | | | | | | | 0 |
| 12:45 | | | | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | | | | 0 |
| 13:15 | | | | | | | | | | | | | | 0 |
| 13:30 | | | | | | | | | | | | | | 0 |
| 13:45 | | | | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | | | | 0 |
| 14:15 | | | | | | | | | | | | | | 0 |
| 14:30 | | | | | | | | | | | | | | 0 |
| 14:45 | | | | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | | | | 0 |
| 15:15 | | | | | | | | | | | | | | 0 |
| 15:30 | | | | | | | | | | | | | | 0 |
| 15:45 | | | | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | | | | 0 |
| 16:15 | | | | | | | | | | | | | | 0 |
| 16:30 | | | | | | | | | | | | | | 0 |
| 16:45 | | | | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | | | | 0 |
| 17:15 | | | | | | | | | | | | | | 0 |
| 17:30 | | | | | | | | | | | | | | 0 |
| 17:45 | | | | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | | | | 0 |
| 18:15 | | | | | | | | | | | | | | 0 |
| 18:30 | | | | | | | | | | | | | | 0 |
| 18:45 | | | | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | | | | 0 |
| 19:15 | | | | | | | | | | | | | | 0 |
| 19:30 | | | | | | | | | | | | | | 0 |
| 19:45 | | | | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | | | | 0 |
| 20:15 | | | | | | | | | | | | | | 0 |
| 20:30 | | | | | | | | | | | | | | 0 |
| 20:45 | | | | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | | | | 0 |
| 21:15 | | | | | | | | | | | | | | 0 |
| 21:30 | | | | | | | | | | | | | | 0 |
| 21:45 | | | | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | | | | 0 |
| 22:15 | | | | | | | | | | | | | | 0 |
| 22:30 | | | | | | | | | | | | | | 0 |
| 22:45 | | | | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | | | | 0 |
| 23:15 | | | | | | | | | | | | | | 0 |
| 23:30 | | | | | | | | | | | | | | 0 |
| 23:45 | | | | | | | | | | | | | | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Totals | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:15 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 1 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 2 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 5 | 13 | 23 | 60 | 77 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 228 |
| % of Totals | 1% | 2% | 6% | 10% | 26% | 34% | 17% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:15 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 1 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 2 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 5 | 13 | 23 | 60 | 77 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 228 |
| % of Totals | 1% | 2% | 6% | 10% | 26% | 34% | 17% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Observation Rd N/O Piper Ln

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_003

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 228 | 0 | 0 | 228 | |

### 15-Minutes Interval

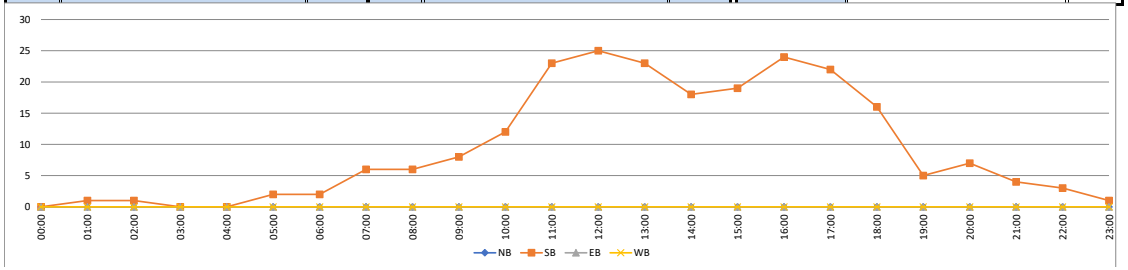
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | 0 | | | 0 | 12:00 | | 5 | | | 5 |
| 0:15 | | 0 | | | 0 | 12:15 | | 6 | | | 6 |
| 0:30 | | 0 | | | 0 | 12:30 | | 7 | | | 7 |
| 0:45 | | 0 | | | 0 | 12:45 | | 7 | | | 7 |
| 1:00 | | 0 | | | 0 | 13:00 | | 3 | | | 3 |
| 1:15 | | 0 | | | 0 | 13:15 | | 9 | | | 9 |
| 1:30 | | 0 | | | 0 | 13:30 | | 4 | | | 4 |
| 1:45 | | 1 | | | 1 | 13:45 | | 7 | | | 7 |
| 2:00 | | 1 | | | 1 | 14:00 | | 2 | | | 2 |
| 2:15 | | 0 | | | 0 | 14:15 | | 4 | | | 4 |
| 2:30 | | 0 | | | 0 | 14:30 | | 6 | | | 6 |
| 2:45 | | 0 | | | 0 | 14:45 | | 6 | | | 6 |
| 3:00 | | 0 | | | 0 | 15:00 | | 2 | | | 2 |
| 3:15 | | 0 | | | 0 | 15:15 | | 6 | | | 6 |
| 3:30 | | 0 | | | 0 | 15:30 | | 9 | | | 9 |
| 3:45 | | 0 | | | 0 | 15:45 | | 2 | | | 2 |
| 4:00 | | 0 | | | 0 | 16:00 | | 8 | | | 8 |
| 4:15 | | 0 | | | 0 | 16:15 | | 5 | | | 5 |
| 4:30 | | 0 | | | 0 | 16:30 | | 2 | | | 2 |
| 4:45 | | 0 | | | 0 | 16:45 | | 9 | | | 9 |
| 5:00 | | 1 | | | 1 | 17:00 | | 11 | | | 11 |
| 5:15 | | 0 | | | 0 | 17:15 | | 5 | | | 5 |
| 5:30 | | 1 | | | 1 | 17:30 | | 3 | | | 3 |
| 5:45 | | 0 | | | 0 | 17:45 | | 3 | | | 3 |
| 6:00 | | 2 | | | 2 | 18:00 | | 5 | | | 5 |
| 6:15 | | 0 | | | 0 | 18:15 | | 4 | | | 4 |
| 6:30 | | 0 | | | 0 | 18:30 | | 2 | | | 2 |
| 6:45 | | 0 | | | 0 | 18:45 | | 5 | | | 5 |
| 7:00 | | 1 | | | 1 | 19:00 | | 1 | | | 1 |
| 7:15 | | 1 | | | 1 | 19:15 | | 2 | | | 2 |
| 7:30 | | 1 | | | 1 | 19:30 | | 1 | | | 1 |
| 7:45 | | 3 | | | 3 | 19:45 | | 1 | | | 1 |
| 8:00 | | 2 | | | 2 | 20:00 | | 2 | | | 2 |
| 8:15 | | 3 | | | 3 | 20:15 | | 1 | | | 1 |
| 8:30 | | 1 | | | 1 | 20:30 | | 2 | | | 2 |
| 8:45 | | 0 | | | 0 | 20:45 | | 2 | | | 2 |
| 9:00 | | 2 | | | 2 | 21:00 | | 3 | | | 3 |
| 9:15 | | 1 | | | 1 | 21:15 | | 0 | | | 0 |
| 9:30 | | 4 | | | 4 | 21:30 | | 1 | | | 1 |
| 9:45 | | 1 | | | 1 | 21:45 | | 0 | | | 0 |
| 10:00 | | 3 | | | 3 | 22:00 | | 2 | | | 2 |
| 10:15 | | 2 | | | 2 | 22:15 | | 0 | | | 0 |
| 10:30 | | 2 | | | 2 | 22:30 | | 1 | | | 1 |
| 10:45 | | 5 | | | 5 | 22:45 | | 0 | | | 0 |
| 11:00 | | 6 | | | 6 | 23:00 | | 0 | | | 0 |
| 11:15 | | 3 | | | 3 | 23:15 | | 1 | | | 1 |
| 11:30 | | 7 | | | 7 | 23:30 | | 0 | | | 0 |
| 11:45 | | 7 | | | 7 | 23:45 | | 0 | | | 0 |
| TOTALS | 0 | 61 | 0 | 0 | 61 | TOTALS | 0 | 167 | 0 | 0 | 167 |
| SPLIT % | 0% | 100% | 0% | 0% | 27% | SPLIT % | 0% | 100% | 0% | 0% | 73% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | 0 | | | 0 |
| 01:00 | 02:00 | | 1 | | | 1 |
| 02:00 | 03:00 | | 1 | | | 1 |
| 03:00 | 04:00 | | 0 | | | 0 |
| 04:00 | 05:00 | | 0 | | | 0 |
| 05:00 | 06:00 | | 2 | | | 2 |
| 06:00 | 07:00 | | 2 | | | 2 |
| 07:00 | 08:00 | | 6 | | | 6 |
| 08:00 | 09:00 | | 6 | | | 6 |
| 09:00 | 10:00 | | 8 | | | 8 |
| 10:00 | 11:00 | | 12 | | | 12 |
| 11:00 | 12:00 | | 23 | | | 23 |
| 12:00 | 13:00 | | 25 | | | 25 |
| 13:00 | 14:00 | | 23 | | | 23 |
| 14:00 | 15:00 | | 18 | | | 18 |
| 15:00 | 16:00 | | 19 | | | 19 |
| 16:00 | 17:00 | | 24 | | | 24 |
| 17:00 | 18:00 | | 22 | | | 22 |
| 18:00 | 19:00 | | 16 | | | 16 |
| 19:00 | 20:00 | | 5 | | | 5 |
| 20:00 | 21:00 | | 7 | | | 7 |
| 21:00 | 22:00 | | 4 | | | 4 |
| 22:00 | 23:00 | | 3 | | | 3 |
| 23:00 | 00:00 | | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | 61 | | | 61 |
| Peak Hour | | 11:00 | | | 11:00 |
| Peak Volume | | 23 | | | 23 |
| Peak Hour Factor | | 0.821 | | | 0.821 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | 167 | | | 167 |
| Peak Hour | | 16:45 | | | 16:45 |
| Peak Volume | | 28 | | | 28 |
| Peak Hour Factor | | 0.636 | | | 0.636 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | 12 | | | 12 |
| Peak Hour | | 7:30 | | | 7:30 |
| Peak Volume | | 9 | | | 9 |
| Peak Hour Factor | | 0.750 | | | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | 46 | | | 46 |
| Peak Hour | | 16:45 | | | 16:45 |
| Peak Volume | | 28 | | | 28 |
| Peak Hour Factor | | 0.636 | | | 0.636 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Day: Saturday
Date: 3/9/2024

City: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 123 | 49 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| % of Totals | | 69% | 28% | | 3% | | | | | | | | | 100% |

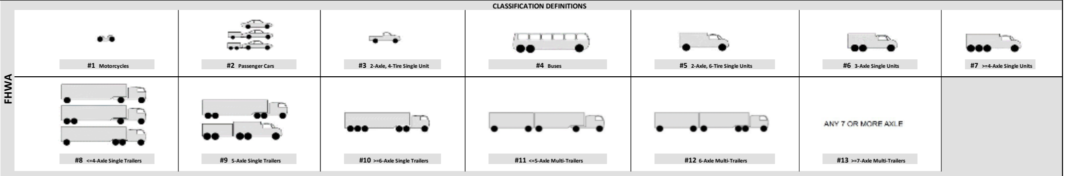
**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 5 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 144 | 44 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| % of Totals | | 74% | 23% | | 4% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 17 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 23 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 0 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 13:00 | 0 | 26 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 267 | 93 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| % of Totals | | 72% | 25% | | 3% | | | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS




### STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 53 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| % | 0% | 30% | 14% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 0:00 | 11:30 | 9:45 | 0:00 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 17 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 - 24:00 | 0 | 70 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| % | 0% | 40% | 14% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 12:00 | 12:00 | 12:15 | 12:00 | 20:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 0 | 17 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 07:00 - 09:00 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| % | 0% | 10% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 - 18:00 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| % | 0% | 6% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 50 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| % | 0% | 26% | 11% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 0:00 | 11:15 | 10:15 | 0:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 19 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 - 24:00 | 0 | 94 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| % | 0% | 48% | 12% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 12:00 | 12:00 | 14:30 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:00 - 09:00 | 0 | 9 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| % | 0% | 5% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 5 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 - 18:00 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 103 | 46 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| % | 0% | 28% | 12% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 0:00 | 11:45 | 9:45 | 0:00 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 35 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 - 24:00 | 0 | 164 | 47 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| % | 0% | 44% | 13% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 12:00 | 12:00 | 12:15 | 12:00 | 20:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 36 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:00 - 09:00 | 0 | 26 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| % | 0% | 7% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 17 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 - 18:00 | 0 | 33 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| % | 0% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 21 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 123 | 49 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| % of Totals | | 69% | 28% | | 3% | | | | | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 144 | 44 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| % of Totals | | 74% | 23% | | 4% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 267 | 93 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| % of Totals | | 72% | 25% | | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 177 | 195 | 372 |

DAILY TOTALS

### 15-Minutes Interval

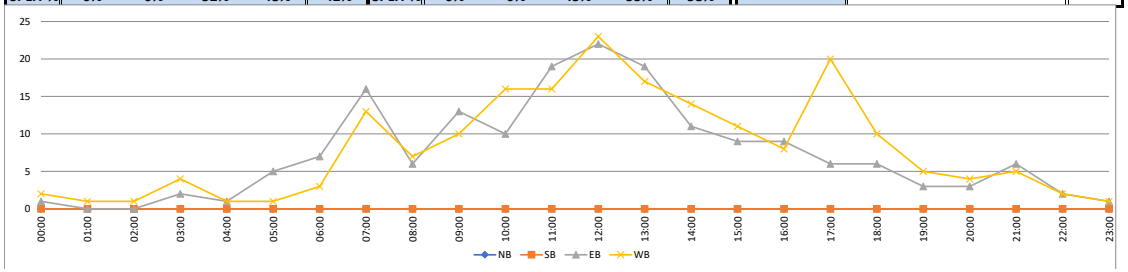
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 2 | 10 | 12 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 8 | 3 | 11 |
| 0:30 | | | 0 | 2 | 2 | 12:30 | | | 5 | 5 | 10 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 7 | 5 | 12 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 4 | 5 | 9 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 5 | 7 | 12 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 7 | 4 | 11 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 1 | 4 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 1 | 3 | 4 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 4 | 3 | 7 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 2 | 1 | 3 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 4 | 7 | 11 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 1 | 1 | 2 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 4 | 8 |
| 3:30 | | | 2 | 3 | 5 | 15:30 | | | 2 | 3 | 5 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 2 | 3 | 5 |
| 4:00 | | | 1 | 0 | 1 | 16:00 | | | 2 | 1 | 3 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 1 | 1 | 2 |
| 4:30 | | | 0 | 1 | 1 | 16:30 | | | 3 | 3 | 6 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 3 | 3 | 6 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 3 | 8 | 11 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 1 | 2 | 3 |
| 5:30 | | | 2 | 1 | 3 | 17:30 | | | 1 | 6 | 7 |
| 5:45 | | | 3 | 0 | 3 | 17:45 | | | 1 | 4 | 5 |
| 6:00 | | | 3 | 0 | 3 | 18:00 | | | 2 | 5 | 7 |
| 6:15 | | | 1 | 1 | 2 | 18:15 | | | 1 | 2 | 3 |
| 6:30 | | | 3 | 1 | 4 | 18:30 | | | 2 | 2 | 4 |
| 6:45 | | | 0 | 1 | 1 | 18:45 | | | 1 | 1 | 2 |
| 7:00 | | | 6 | 2 | 8 | 19:00 | | | 1 | 2 | 3 |
| 7:15 | | | 3 | 3 | 6 | 19:15 | | | 0 | 2 | 2 |
| 7:30 | | | 5 | 5 | 10 | 19:30 | | | 1 | 0 | 1 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 1 | 1 | 2 |
| 8:00 | | | 2 | 0 | 2 | 20:00 | | | 1 | 2 | 3 |
| 8:15 | | | 3 | 3 | 6 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 1 | 2 | 3 | 20:30 | | | 2 | 0 | 2 |
| 8:45 | | | 0 | 2 | 2 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 1 | 2 | 3 | 21:00 | | | 2 | 0 | 2 |
| 9:15 | | | 3 | 3 | 6 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 0 | 3 | 3 | 21:30 | | | 3 | 1 | 4 |
| 9:45 | | | 9 | 2 | 11 | 21:45 | | | 1 | 3 | 4 |
| 10:00 | | | 1 | 1 | 2 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 6 | 4 | 10 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 3 | 6 | 9 | 22:30 | | | 2 | 2 | 4 |
| 10:45 | | | 0 | 5 | 5 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 2 | 3 | 5 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 2 | 5 | 7 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 7 | 4 | 11 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 8 | 4 | 12 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 80 | 75 | 155 | TOTALS | 0 | 0 | 97 | 120 | 217 |
| SPLIT % | 0% | 0% | 52% | 48% | 42% | SPLIT % | 0% | 0% | 45% | 55% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 2 | 3 |
| 01:00 | 02:00 | | | 0 | 1 | 1 |
| 02:00 | 03:00 | | | 0 | 1 | 1 |
| 03:00 | 04:00 | | | 2 | 4 | 6 |
| 04:00 | 05:00 | | | 1 | 1 | 2 |
| 05:00 | 06:00 | | | 5 | 1 | 6 |
| 06:00 | 07:00 | | | 7 | 3 | 10 |
| 07:00 | 08:00 | | | 16 | 13 | 29 |
| 08:00 | 09:00 | | | 6 | 7 | 13 |
| 09:00 | 10:00 | | | 13 | 10 | 23 |
| 10:00 | 11:00 | | | 10 | 16 | 26 |
| 11:00 | 12:00 | | | 19 | 16 | 35 |
| 12:00 | 13:00 | | | 22 | 23 | 45 |
| 13:00 | 14:00 | | | 19 | 17 | 36 |
| 14:00 | 15:00 | | | 11 | 14 | 25 |
| 15:00 | 16:00 | | | 9 | 11 | 20 |
| 16:00 | 17:00 | | | 9 | 8 | 17 |
| 17:00 | 18:00 | | | 6 | 20 | 26 |
| 18:00 | 19:00 | | | 6 | 10 | 16 |
| 19:00 | 20:00 | | | 3 | 5 | 8 |
| 20:00 | 21:00 | | | 3 | 4 | 7 |
| 21:00 | 22:00 | | | 6 | 5 | 11 |
| 22:00 | 23:00 | | | 2 | 2 | 4 |
| 23:00 | 00:00 | | | 1 | 1 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 80 | 75 | 155 |
| Peak Hour | | | 9:45 | 10:30 | 11:00 |
| Peak Volume | | | 19 | 19 | 35 |
| Peak Hour Factor | | | 0.528 | 0.792 | 0.729 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 97 | 120 | 217 |
| Peak Hour | | | 12:15 | 12:00 | 12:00 |
| Peak Volume | | | 24 | 23 | 45 |
| Peak Hour Factor | | | 0.750 | 0.575 | 0.938 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 22 | 20 | 42 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 16 | 13 | 29 |
| Peak Hour Factor | | | 0.667 | 0.650 | 0.725 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 15 | 28 | 43 |
| Peak Hour | | | 16:15 | 17:00 | 16:45 |
| Peak Volume | | | 10 | 20 | 27 |
| Peak Hour Factor | | | 0.833 | 0.625 | 0.614 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Dav: Sundav
Date: 3/10/2024

Citv: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 113 | 28 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| % of Totals | 1% | 76% | 19% | 1% | 3% | | | | | | | | | 100% |

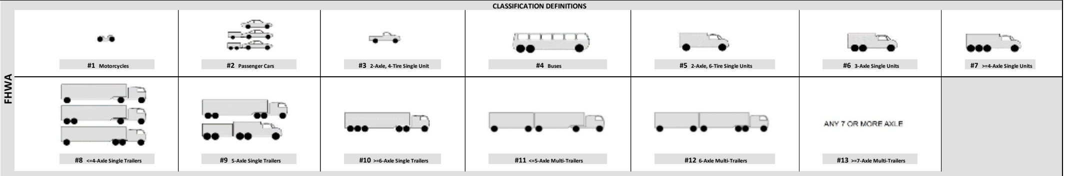
**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 1 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 148 | 31 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| % of Totals | 1% | 79% | 16% | 1% | 3% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 1 | 12 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 20 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 1 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:00 | 0 | 26 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:00 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 19:00 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 5 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 261 | 59 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| % of Totals | 1% | 78% | 18% | 1% | 3% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS (FHWA)




### STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 36 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| % | 1% | 24% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 9:00 | 11:15 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 - 24:00 | 0 | 77 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| % | 0% | 52% | 14% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 68% |
| Peak Hour | 12:00 | 12:45 | 12:15 | 13:45 | 19:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 0 | 15 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % | 0% | 7% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:15 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| % | 0% | 10% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 40 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| % | 1% | 21% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% |
| Peak Hour | 9:15 | 11:30 | 10:00 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 17 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 - 24:00 | 1 | 108 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| % | 1% | 57% | 11% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 71% |
| Peak Hour | 12:00 | 16:30 | 13:45 | 13:45 | 18:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 1 | 19 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 07:00 - 09:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| % | 0% | 6% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:15 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 - 18:00 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| % | 0% | 14% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 76 | 17 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| % | 1% | 23% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 9:15 | 11:15 | 10:00 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 2 | 28 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:00 - 24:00 | 1 | 185 | 42 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| % | 0% | 55% | 13% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 12:00 | 12:45 | 12:15 | 13:45 | 20:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 1 | 27 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:00 - 09:00 | 0 | 21 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | 0% | 6% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:15 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 15 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 - 18:00 | 0 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| % | 0% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:30 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 113 | 28 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| % of Totals | 1% | 76% | 19% | 1% | 3% | | | | | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 148 | 31 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| % of Totals | 1% | 79% | 16% | 1% | 3% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 261 | 59 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| % of Totals | 1% | 78% | 18% | 1% | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 148 | 188 | 336 |

DAILY TOTALS

### 15-Minutes Interval

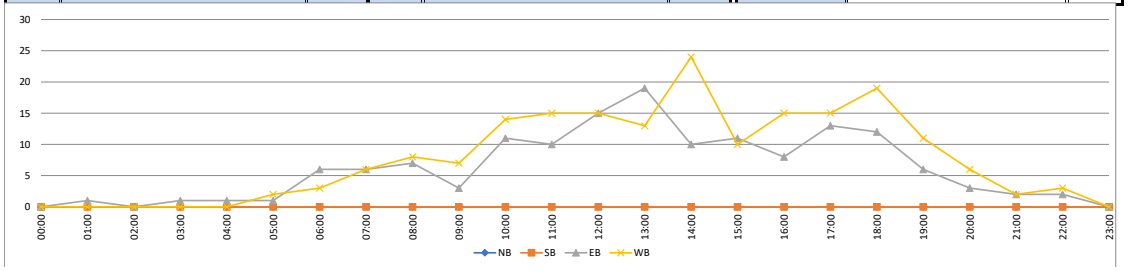
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 4 | 4 | 8 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 2 | 4 | 6 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 5 | 2 | 7 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 4 | 5 | 9 |
| 1:00 | | | 1 | 0 | 1 | 13:00 | | | 6 | 6 | 12 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 5 | 3 | 8 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 5 | 1 | 6 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 3 | 6 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 7 | 7 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 1 | 6 | 7 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 6 | 6 | 12 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 3 | 5 | 8 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 3 | 5 | 8 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 1 | 1 | 2 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 5 | 2 | 7 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 2 | 2 | 4 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 5 | 4 | 9 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 2 | 3 | 5 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 1 | 2 | 3 |
| 4:45 | | | 1 | 0 | 1 | 16:45 | | | 0 | 6 | 6 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 3 | 8 | 11 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 4 | 4 | 8 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 5 | 1 | 6 |
| 5:45 | | | 1 | 0 | 1 | 17:45 | | | 1 | 2 | 3 |
| 6:00 | | | 2 | 2 | 4 | 18:00 | | | 4 | 3 | 7 |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 1 | 7 | 8 |
| 6:30 | | | 2 | 1 | 3 | 18:30 | | | 3 | 3 | 6 |
| 6:45 | | | 2 | 0 | 2 | 18:45 | | | 4 | 6 | 10 |
| 7:00 | | | 0 | 0 | 0 | 19:00 | | | 4 | 1 | 5 |
| 7:15 | | | 3 | 3 | 6 | 19:15 | | | 1 | 7 | 8 |
| 7:30 | | | 1 | 0 | 1 | 19:30 | | | 0 | 1 | 1 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 4 | 2 | 6 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 0 | 1 | 1 | 20:15 | | | 2 | 3 | 5 |
| 8:30 | | | 0 | 2 | 2 | 20:30 | | | 1 | 0 | 1 |
| 8:45 | | | 3 | 3 | 6 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 0 | 1 | 1 | 21:00 | | | 0 | 1 | 1 |
| 9:15 | | | 0 | 5 | 5 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 0 | 0 | 0 | 21:30 | | | 0 | 1 | 1 |
| 9:45 | | | 3 | 1 | 4 | 21:45 | | | 1 | 0 | 1 |
| 10:00 | | | 1 | 6 | 7 | 22:00 | | | 0 | 2 | 2 |
| 10:15 | | | 3 | 2 | 5 | 22:15 | | | 2 | 0 | 2 |
| 10:30 | | | 5 | 2 | 7 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 2 | 4 | 6 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 0 | 0 | 0 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 3 | 4 | 7 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 5 | 3 | 8 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 2 | 8 | 10 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 47 | 55 | 102 | TOTALS | 0 | 0 | 101 | 133 | 234 |
| SPLIT % | 0% | 0% | 46% | 54% | 30% | SPLIT % | 0% | 0% | 43% | 57% | 70% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 1 | 0 | 1 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 1 | 0 | 1 |
| 04:00 | 05:00 | | | 1 | 0 | 1 |
| 05:00 | 06:00 | | | 1 | 2 | 3 |
| 06:00 | 07:00 | | | 6 | 3 | 9 |
| 07:00 | 08:00 | | | 6 | 6 | 12 |
| 08:00 | 09:00 | | | 7 | 8 | 15 |
| 09:00 | 10:00 | | | 3 | 7 | 10 |
| 10:00 | 11:00 | | | 11 | 14 | 25 |
| 11:00 | 12:00 | | | 10 | 15 | 25 |
| 12:00 | 13:00 | | | 15 | 15 | 30 |
| 13:00 | 14:00 | | | 19 | 13 | 32 |
| 14:00 | 15:00 | | | 10 | 24 | 34 |
| 15:00 | 16:00 | | | 11 | 10 | 21 |
| 16:00 | 17:00 | | | 8 | 15 | 23 |
| 17:00 | 18:00 | | | 13 | 15 | 28 |
| 18:00 | 19:00 | | | 12 | 19 | 31 |
| 19:00 | 20:00 | | | 6 | 11 | 17 |
| 20:00 | 21:00 | | | 3 | 6 | 9 |
| 21:00 | 22:00 | | | 2 | 2 | 4 |
| 22:00 | 23:00 | | | 2 | 3 | 5 |
| 23:00 | 00:00 | | | 0 | 0 | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 47 | 55 | 102 |
| Peak Hour | | | 9:45 | 11:00 | 10:00 |
| Peak Volume | | | 12 | 15 | 25 |
| Peak Hour Factor | | | 0.600 | 0.469 | 0.893 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 101 | 133 | 234 |
| Peak Hour | | | 12:30 | 14:00 | 12:30 |
| Peak Volume | | | 20 | 24 | 36 |
| Peak Hour Factor | | | 0.833 | 0.857 | 0.750 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 13 | 14 | 27 |
| Peak Hour | | | 7:15 | 7:15 | 7:15 |
| Peak Volume | | | 10 | 8 | 18 |
| Peak Hour Factor | | | 0.625 | 0.667 | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 21 | 30 | 51 |
| Peak Hour | | | 17:00 | 16:30 | 16:45 |
| Peak Volume | | | 13 | 20 | 31 |
| Peak Hour Factor | | | 0.650 | 0.625 | 0.705 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Day: Monday
Date: 3/11/2024

City: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 25 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 36 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 8:00 | 0 | 37 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 9:00 | 0 | 18 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 14 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 15 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 25 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 38 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 13 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 9 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 18 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 317 | 130 | 2 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 492 |
| % of Totals | | 64% | 26% | 0% | 9% | | | | | | | | | 100% |

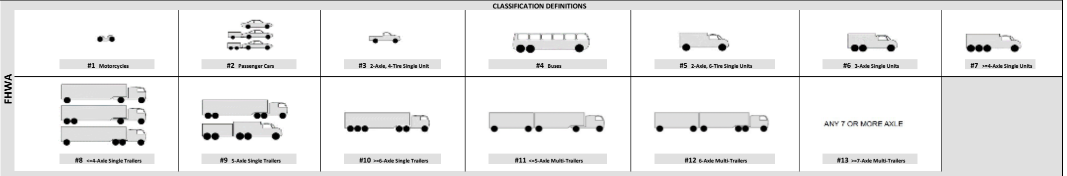
**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 8 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 9 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:00 | 0 | 15 | 8 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:00 | 0 | 16 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 1 | 14 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 21 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:00 | 0 | 47 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 41 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 14:00 | 0 | 28 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 15:00 | 0 | 26 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:00 | 1 | 79 | 24 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 17:00 | 0 | 74 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 18:00 | 0 | 31 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 449 | 158 | 8 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 667 |
| % of Totals | 0% | 67% | 24% | 1% | 7% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 33 | 20 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 7:00 | 0 | 45 | 26 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 8:00 | 0 | 52 | 18 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 9:00 | 0 | 34 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 10:00 | 1 | 28 | 10 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:00 | 0 | 36 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 72 | 32 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 13:00 | 0 | 79 | 21 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 14:00 | 0 | 53 | 18 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 15:00 | 0 | 39 | 26 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 16:00 | 1 | 88 | 35 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:00 | 0 | 92 | 22 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 18:00 | 0 | 42 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:00 | 0 | 27 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:00 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 2 | 766 | 288 | 10 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,159 |
| % of Totals | 0% | 66% | 25% | 1% | 8% | | | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS




### STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 163 | 60 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| % | 0% | 33% | 12% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 0:00 | 7:30 | 6:45 | 0:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:15 |
| Peak Volume | 0 | 45 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 12:00 - 24:00 | 0 | 154 | 70 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| % | 0% | 31% | 14% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 12:00 | 13:00 | 12:30 | 15:30 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 0 | 38 | 17 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 07:00 - 09:00 | 0 | 73 | 28 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| % | 0% | 15% | 6% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 45 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 - 18:00 | 0 | 27 | 17 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | 0% | 5% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 18 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 90 | 45 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| % | 0% | 13% | 7% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 9:30 | 11:45 | 11:45 | 7:15 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 47 | 19 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 - 24:00 | 1 | 359 | 113 | 6 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502 |
| % | 0% | 54% | 17% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 15:30 | 16:45 | 16:15 | 14:00 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 1 | 101 | 25 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 07:00 - 09:00 | 0 | 24 | 16 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| % | 0% | 4% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:45 | 7:30 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 16 | 12 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 - 18:00 | 1 | 153 | 40 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| % | 0% | 23% | 6% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% |
| Peak Hour | 16:00 | 16:45 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 101 | 25 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 253 | 105 | 2 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 |
| % | 0% | 22% | 9% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 36% |
| Peak Hour | 9:30 | 11:45 | 11:45 | 7:15 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 72 | 31 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 12:00 - 24:00 | 1 | 513 | 183 | 8 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 744 |
| % | 0% | 44% | 16% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 64% |
| Peak Hour | 15:30 | 16:45 | 16:00 | 15:45 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 1 | 116 | 35 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 07:00 - 09:00 | 0 | 97 | 44 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| % | 0% | 8% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:45 | 7:15 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 60 | 27 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 16:00 - 18:00 | 1 | 180 | 57 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| % | 0% | 16% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 116 | 35 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 7 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:15 | 0 | 5 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 9 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:45 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 12 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 317 | 130 | 2 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 492 |
| % of Totals | | 64% | 26% | 0% | 9% | | | | | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 7 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:00 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:15 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 1 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 17 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:45 | 0 | 37 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 22 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 22 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:30 | 0 | 20 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 449 | 158 | 8 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 667 |
| % of Totals | 0% | 67% | 24% | 1% | 7% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:15 | 0 | 7 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 7 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 9 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 9 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:15 | 0 | 9 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 9 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:45 | 0 | 18 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 19 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:30 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 10 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 0 | 12 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:15 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 13 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:00 | 0 | 18 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:30 | 0 | 16 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:45 | 0 | 17 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 13:15 | 0 | 19 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:30 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:45 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 0 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 12 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:15 | 0 | 9 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 16 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:15 | 1 | 13 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 21 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:45 | 0 | 38 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 17:00 | 0 | 25 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:15 | 0 | 27 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:30 | 0 | 26 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 766 | 288 | 10 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.159 |
| % of Totals | 0% | 66% | 25% | 1% | 8% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 492 | 667 | 1,159 |

DAILY TOTALS

### 15-Minutes Interval

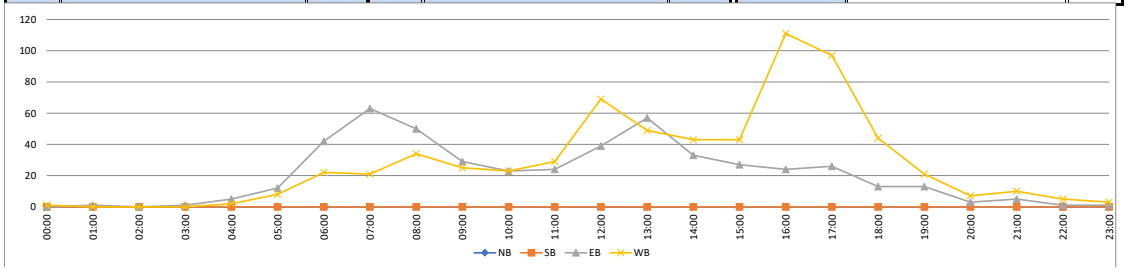
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 9 | 17 | 26 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 8 | 20 | 28 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 12 | 18 | 30 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 10 | 14 | 24 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 17 | 17 | 34 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 16 | 11 | 27 |
| 1:30 | | | 1 | 0 | 1 | 13:30 | | | 10 | 10 | 20 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 14 | 11 | 25 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 15 | 8 | 23 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 2 | 10 | 12 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 8 | 13 | 21 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 8 | 12 | 20 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 7 | 15 | 22 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 5 | 12 | 17 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 9 | 7 | 16 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 6 | 9 | 15 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 10 | 15 | 25 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 3 | 21 | 24 |
| 4:30 | | | 1 | 1 | 2 | 16:30 | | | 9 | 26 | 35 |
| 4:45 | | | 4 | 0 | 4 | 16:45 | | | 2 | 49 | 51 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 5 | 28 | 33 |
| 5:15 | | | 2 | 3 | 5 | 17:15 | | | 8 | 30 | 38 |
| 5:30 | | | 5 | 2 | 7 | 17:30 | | | 8 | 28 | 36 |
| 5:45 | | | 5 | 3 | 8 | 17:45 | | | 5 | 11 | 16 |
| 6:00 | | | 11 | 5 | 16 | 18:00 | | | 3 | 13 | 16 |
| 6:15 | | | 9 | 5 | 14 | 18:15 | | | 2 | 10 | 12 |
| 6:30 | | | 11 | 4 | 15 | 18:30 | | | 5 | 11 | 16 |
| 6:45 | | | 11 | 8 | 19 | 18:45 | | | 3 | 10 | 13 |
| 7:00 | | | 16 | 5 | 21 | 19:00 | | | 2 | 6 | 8 |
| 7:15 | | | 12 | 4 | 16 | 19:15 | | | 4 | 8 | 12 |
| 7:30 | | | 16 | 5 | 21 | 19:30 | | | 4 | 6 | 10 |
| 7:45 | | | 19 | 7 | 26 | 19:45 | | | 3 | 1 | 4 |
| 8:00 | | | 18 | 16 | 34 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 10 | 5 | 15 | 20:15 | | | 2 | 3 | 5 |
| 8:30 | | | 11 | 6 | 17 | 20:30 | | | 1 | 1 | 2 |
| 8:45 | | | 11 | 7 | 18 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 14 | 9 | 23 | 21:00 | | | 1 | 3 | 4 |
| 9:15 | | | 3 | 6 | 9 | 21:15 | | | 0 | 2 | 2 |
| 9:30 | | | 5 | 6 | 11 | 21:30 | | | 2 | 5 | 7 |
| 9:45 | | | 7 | 4 | 11 | 21:45 | | | 2 | 0 | 2 |
| 10:00 | | | 6 | 4 | 10 | 22:00 | | | 1 | 1 | 2 |
| 10:15 | | | 6 | 5 | 11 | 22:15 | | | 0 | 3 | 3 |
| 10:30 | | | 6 | 11 | 17 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 5 | 3 | 8 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 4 | 6 | 10 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 5 | 4 | 9 | 23:15 | | | 1 | 3 | 4 |
| 11:30 | | | 5 | 7 | 12 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 10 | 12 | 22 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 250 | 165 | 415 | TOTALS | 0 | 0 | 242 | 502 | 744 |
| SPLIT % | 0% | 0% | 60% | 40% | 36% | SPLIT % | 0% | 0% | 33% | 67% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 1 | 0 | 1 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 1 | 0 | 1 |
| 04:00 | 05:00 | | | 5 | 2 | 7 |
| 05:00 | 06:00 | | | 12 | 8 | 20 |
| 06:00 | 07:00 | | | 42 | 22 | 64 |
| 07:00 | 08:00 | | | 63 | 21 | 84 |
| 08:00 | 09:00 | | | 50 | 34 | 84 |
| 09:00 | 10:00 | | | 29 | 25 | 54 |
| 10:00 | 11:00 | | | 23 | 23 | 46 |
| 11:00 | 12:00 | | | 24 | 29 | 53 |
| 12:00 | 13:00 | | | 39 | 69 | 108 |
| 13:00 | 14:00 | | | 57 | 49 | 106 |
| 14:00 | 15:00 | | | 33 | 43 | 76 |
| 15:00 | 16:00 | | | 27 | 43 | 70 |
| 16:00 | 17:00 | | | 24 | 111 | 135 |
| 17:00 | 18:00 | | | 26 | 97 | 123 |
| 18:00 | 19:00 | | | 13 | 44 | 57 |
| 19:00 | 20:00 | | | 13 | 21 | 34 |
| 20:00 | 21:00 | | | 3 | 7 | 10 |
| 21:00 | 22:00 | | | 5 | 10 | 15 |
| 22:00 | 23:00 | | | 1 | 5 | 6 |
| 23:00 | 00:00 | | | 1 | 3 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 250 | 165 | 415 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 34 | 97 |
| Peak Hour Factor | | | 0.855 | 0.531 | 0.713 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 242 | 502 | 744 |
| Peak Hour | | | 13:00 | 16:45 | 16:45 |
| Peak Volume | | | 57 | 135 | 158 |
| Peak Hour Factor | | | 0.838 | 0.689 | 0.775 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 113 | 55 | 168 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 34 | 97 |
| Peak Hour Factor | | | 0.855 | 0.531 | 0.713 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 50 | 208 | 258 |
| Peak Hour | | | 17:00 | 16:45 | 16:45 |
| Peak Volume | | | 26 | 135 | 158 |
| Peak Hour Factor | | | 0.813 | 0.689 | 0.775 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Day: Tuesday
Date: 3/12/2024

City: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN

| Time | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 1 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 18 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 55 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 8:00 | 0 | 33 | 10 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 9:00 | 0 | 18 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 13 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 23 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 0 | 40 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 13:00 | 2 | 24 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 18 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 12 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 1 | 18 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 1 | 7 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 7 | 328 | 123 | 6 | 48 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| % of Totals | 1% | 64% | 24% | 1% | 9% | | 0% | | | | | | | 100% |

| Time | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 3 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 5 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 16 | 13 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 9:00 | 0 | 11 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 19 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 2 | 28 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:00 | 0 | 46 | 13 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 13:00 | 0 | 37 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 33 | 14 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 15:00 | 1 | 31 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 | 1 | 93 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 17:00 | 1 | 81 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 18:00 | 3 | 48 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:00 | 1 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 9 | 493 | 173 | 9 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 743 |
| % of Totals | 1% | 66% | 23% | 1% | 8% | | | | | | | | | 100% |

| Time | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 1 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 | 0 | 21 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 7:00 | 0 | 60 | 27 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 8:00 | 0 | 49 | 23 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 9:00 | 0 | 29 | 13 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 10:00 | 0 | 32 | 10 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:00 | 2 | 51 | 18 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:00 | 0 | 86 | 24 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 13:00 | 2 | 61 | 26 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 14:00 | 0 | 51 | 17 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 15:00 | 1 | 43 | 18 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 16:00 | 2 | 111 | 34 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 17:00 | 2 | 88 | 25 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 18:00 | 3 | 58 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 19:00 | 2 | 22 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 1 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 16 | 821 | 296 | 15 | 107 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1,256 |
| % of Totals | 1% | 65% | 24% | 1% | 9% | | 0% | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS


#1 Motorcycles

#2 Passenger Cars

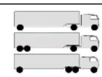
#3 2-Axle, 4-Tire Single Unit

#4 Buses

#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units


#8 <=4-Axle Single Trailers

#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

### STATISTICS

| | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 186 | 67 | 3 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| % | 0% | 36% | 13% | 1% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 5:00 | 7:00 | 7:00 | 9:45 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 55 | 18 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 12:00 - 24:00 | 6 | 142 | 56 | 3 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| % | 1% | 28% | 11% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% |
| Peak Hour | 13:00 | 12:00 | 13:00 | 12:30 | 15:15 | 12:00 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 2 | 40 | 17 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:00 - 09:00 | 0 | 88 | 28 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| % | 0% | 17% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 55 | 18 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:00 - 18:00 | 2 | 25 | 10 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| % | 0% | 5% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 18 | 7 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |

| | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 94 | 51 | 6 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| % | 0% | 13% | 7% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 11:00 | 11:45 | 11:45 | 8:00 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 43 | 16 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 7 | 399 | 122 | 3 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 565 |
| % | 1% | 54% | 16% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 76% |
| Peak Hour | 18:00 | 16:30 | 16:15 | 12:30 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:15 |
| Peak Volume | 3 | 106 | 30 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 07:00 - 09:00 | 0 | 21 | 22 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| % | 0% | 3% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 16 | 13 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 - 18:00 | 2 | 174 | 49 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| % | 0% | 23% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 106 | 30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |

| | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 280 | 118 | 9 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 465 |
| % | 0% | 22% | 9% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 11:00 | 11:45 | 11:45 | 8:00 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 80 | 29 | 4 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 12:00 - 24:00 | 13 | 541 | 178 | 6 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 791 |
| % | 1% | 43% | 14% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 63% |
| Peak Hour | 18:45 | 16:30 | 16:15 | 12:30 | 14:00 | 12:00 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 4 | 119 | 35 | 4 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 07:00 - 09:00 | 0 | 109 | 50 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| % | 0% | 9% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 60 | 27 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 16:00 - 18:00 | 4 | 199 | 59 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| % | 0% | 16% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 2 | 119 | 35 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |

### 15-MINUTE BREAKDOWN

| Time | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:15 | 0 | 2 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 18 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:15 | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 6 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 7 | 328 | 123 | 6 | 48 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| % of Totals | 1% | 64% | 24% | 1% | 9% | | 0% | | | | | | | 100% |

| Time | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 7 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 5 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 1 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 1 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 13 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:45 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:30 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 1 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:30 | 0 | 49 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 16:45 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 1 | 30 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:45 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 1 | 9 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:45 | 2 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 9 | 493 | 173 | 9 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 743 |
| % of Totals | 1% | 66% | 23% | 1% | 8% | | | | | | | | | 100% |

| Time | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 2 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 6 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 18 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:15 | 0 | 14 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 18 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 13 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 11 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 12 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:45 | 0 | 13 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:45 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 8 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 4 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 8 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 1 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 1 | 19 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:15 | 0 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 0 | 19 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:45 | 0 | 25 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:00 | 1 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:15 | 0 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:30 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 1 | 9 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 11 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 13 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 15 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 13 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 9 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 1 | 6 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 1 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 1 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 55 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 16:45 | 0 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:00 | 1 | 22 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:15 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 1 | 32 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:45 | 0 | 13 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 1 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 2 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 16 | 821 | 296 | 15 | 107 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1,256 |
| % of Totals | 1% | 65% | 24% | 1% | 9% | | 0% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 513 | 743 | 1,256 |

DAILY TOTALS

### 15-Minutes Interval

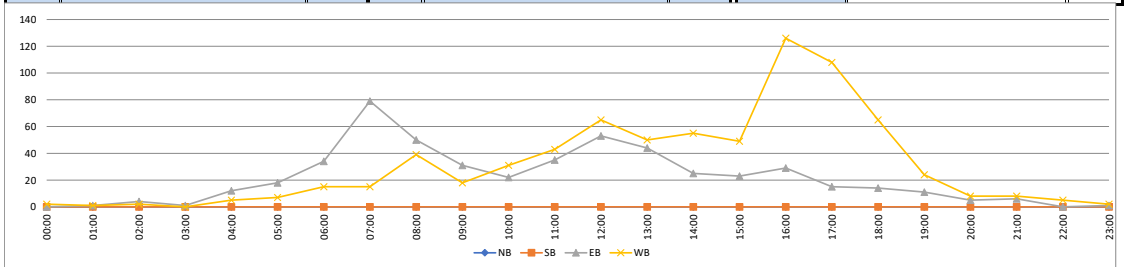
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 14 | 16 | 30 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 13 | 14 | 27 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 8 | 22 | 30 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 18 | 13 | 31 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 15 | 13 | 28 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 12 | 14 | 26 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 11 | 8 | 19 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 6 | 15 | 21 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 6 | 12 | 18 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 12 | 18 |
| 2:30 | | | 2 | 2 | 4 | 14:30 | | | 6 | 20 | 26 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 7 | 11 | 18 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 2 | 17 | 19 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 9 | 14 | 23 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 6 | 10 | 16 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 6 | 8 | 14 |
| 4:00 | | | 1 | 1 | 2 | 16:00 | | | 9 | 19 | 28 |
| 4:15 | | | 0 | 1 | 1 | 16:15 | | | 2 | 22 | 24 |
| 4:30 | | | 2 | 2 | 4 | 16:30 | | | 11 | 61 | 72 |
| 4:45 | | | 9 | 1 | 10 | 16:45 | | | 7 | 24 | 31 |
| 5:00 | | | 2 | 1 | 3 | 17:00 | | | 3 | 28 | 31 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 3 | 22 | 25 |
| 5:30 | | | 2 | 1 | 3 | 17:30 | | | 5 | 42 | 47 |
| 5:45 | | | 11 | 2 | 13 | 17:45 | | | 4 | 16 | 20 |
| 6:00 | | | 10 | 2 | 12 | 18:00 | | | 4 | 15 | 19 |
| 6:15 | | | 11 | 1 | 12 | 18:15 | | | 5 | 18 | 23 |
| 6:30 | | | 8 | 7 | 15 | 18:30 | | | 2 | 17 | 19 |
| 6:45 | | | 5 | 5 | 10 | 18:45 | | | 3 | 15 | 18 |
| 7:00 | | | 26 | 6 | 32 | 19:00 | | | 2 | 8 | 10 |
| 7:15 | | | 16 | 6 | 22 | 19:15 | | | 4 | 8 | 12 |
| 7:30 | | | 12 | 1 | 13 | 19:30 | | | 4 | 4 | 8 |
| 7:45 | | | 25 | 2 | 27 | 19:45 | | | 1 | 4 | 5 |
| 8:00 | | | 15 | 6 | 21 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 6 | 18 | 24 | 20:15 | | | 1 | 2 | 3 |
| 8:30 | | | 12 | 7 | 19 | 20:30 | | | 2 | 1 | 3 |
| 8:45 | | | 17 | 8 | 25 | 20:45 | | | 1 | 2 | 3 |
| 9:00 | | | 8 | 2 | 10 | 21:00 | | | 0 | 2 | 2 |
| 9:15 | | | 5 | 7 | 12 | 21:15 | | | 5 | 1 | 6 |
| 9:30 | | | 10 | 3 | 13 | 21:30 | | | 1 | 3 | 4 |
| 9:45 | | | 8 | 6 | 14 | 21:45 | | | 0 | 2 | 2 |
| 10:00 | | | 7 | 7 | 14 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 3 | 10 | 13 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 6 | 5 | 11 | 22:30 | | | 0 | 3 | 3 |
| 10:45 | | | 6 | 9 | 15 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 8 | 6 | 14 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 6 | 7 | 13 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 4 | 16 | 20 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 17 | 14 | 31 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 287 | 178 | 465 | TOTALS | 0 | 0 | 226 | 565 | 791 |
| SPLIT % | 0% | 0% | 62% | 38% | 37% | SPLIT % | 0% | 0% | 29% | 71% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 2 | 2 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 4 | 2 | 6 |
| 03:00 | 04:00 | | | 1 | 0 | 1 |
| 04:00 | 05:00 | | | 12 | 5 | 17 |
| 05:00 | 06:00 | | | 18 | 7 | 25 |
| 06:00 | 07:00 | | | 34 | 15 | 49 |
| 07:00 | 08:00 | | | 79 | 15 | 94 |
| 08:00 | 09:00 | | | 50 | 39 | 89 |
| 09:00 | 10:00 | | | 31 | 18 | 49 |
| 10:00 | 11:00 | | | 22 | 31 | 53 |
| 11:00 | 12:00 | | | 35 | 43 | 78 |
| 12:00 | 13:00 | | | 53 | 65 | 118 |
| 13:00 | 14:00 | | | 44 | 50 | 94 |
| 14:00 | 15:00 | | | 25 | 55 | 80 |
| 15:00 | 16:00 | | | 23 | 49 | 72 |
| 16:00 | 17:00 | | | 29 | 126 | 155 |
| 17:00 | 18:00 | | | 15 | 108 | 123 |
| 18:00 | 19:00 | | | 14 | 65 | 79 |
| 19:00 | 20:00 | | | 11 | 24 | 35 |
| 20:00 | 21:00 | | | 5 | 8 | 13 |
| 21:00 | 22:00 | | | 6 | 8 | 14 |
| 22:00 | 23:00 | | | 0 | 5 | 5 |
| 23:00 | 00:00 | | | 1 | 2 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 287 | 178 | 465 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 79 | 43 | 94 |
| Peak Hour Factor | | | 0.760 | 0.672 | 0.734 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 226 | 565 | 791 |
| Peak Hour | | | 12:45 | 16:15 | 16:30 |
| Peak Volume | | | 56 | 135 | 159 |
| Peak Hour Factor | | | 0.778 | 0.553 | 0.552 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 129 | 54 | 183 |
| Peak Hour | | | 7:00 | 8:00 | 7:00 |
| Peak Volume | | | 79 | 39 | 94 |
| Peak Hour Factor | | | 0.760 | 0.542 | 0.734 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 44 | 234 | 278 |
| Peak Hour | | | 16:00 | 16:15 | 16:30 |
| Peak Volume | | | 29 | 135 | 159 |
| Peak Hour Factor | | | 0.659 | 0.553 | 0.552 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Day: Wednesday
Date: 3/13/2024

City: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN — EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 20 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 60 | 20 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 8:00 | 1 | 27 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 9:00 | 0 | 27 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 | 1 | 33 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 0 | 25 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 14:00 | 0 | 34 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 15:00 | 1 | 20 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:00 | 1 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:00 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 16 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 5 | 375 | 121 | 5 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 544 |
| % of Totals | 1% | 69% | 22% | 1% | 7% | | | | | | | | | 100% |

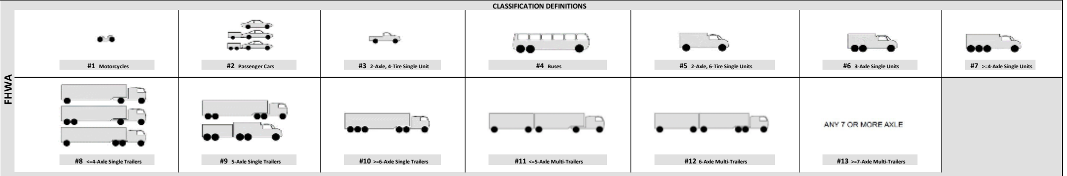
### HOURLY BREAKDOWN — WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 6 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 12 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 12 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 18 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 20 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 39 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 12:00 | 3 | 46 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 48 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 14:00 | 0 | 31 | 19 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 15:00 | 0 | 47 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 16:00 | 1 | 97 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:00 | 1 | 72 | 14 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 18:00 | 1 | 51 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 19:00 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 6 | 548 | 168 | 10 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 775 |
| % of Totals | 1% | 71% | 22% | 1% | 6% | | | | | | | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 1 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 26 | 24 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 7:00 | 0 | 72 | 29 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 8:00 | 1 | 39 | 17 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 9:00 | 0 | 45 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 10:00 | 0 | 34 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:00 | 0 | 68 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 12:00 | 4 | 79 | 29 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 13:00 | 0 | 73 | 24 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 14:00 | 0 | 65 | 26 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 15:00 | 1 | 67 | 27 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 16:00 | 2 | 110 | 21 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 17:00 | 1 | 87 | 15 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 18:00 | 1 | 67 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 19:00 | 0 | 28 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 11 | 923 | 289 | 15 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,319 |
| % of Totals | 1% | 70% | 22% | 1% | 6% | | | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS




### STATISTICS — EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 194 | 71 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 |
| % | 0% | 36% | 13% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% |
| Peak Hour | 4:45 | 7:15 | 6:30 | 4:45 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 61 | 21 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:00 - 24:00 | 3 | 181 | 50 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| % | 1% | 33% | 9% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 12:00 | 12:15 | 12:30 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 1 | 34 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:00 - 09:00 | 1 | 87 | 28 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| % | 0% | 16% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 61 | 20 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 16:00 - 18:00 | 1 | 28 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| % | 0% | 5% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 16 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |

### STATISTICS — WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 118 | 52 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| % | 0% | 15% | 7% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 11:45 | 11:45 | 11:30 | 7:30 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 3 | 45 | 21 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 6 | 430 | 116 | 5 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 |
| % | 1% | 55% | 15% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 12:00 | 16:30 | 14:15 | 14:15 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 3 | 101 | 22 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 07:00 - 09:00 | 0 | 24 | 18 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| % | 0% | 3% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:15 | 7:45 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 13 | 11 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 - 18:00 | 2 | 169 | 32 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| % | 0% | 22% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 101 | 18 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |

### STATISTICS — TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 312 | 123 | 7 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 |
| % | 0% | 24% | 9% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 36% |
| Peak Hour | 11:45 | 11:45 | 6:30 | 7:30 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 4 | 80 | 33 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 12:00 - 24:00 | 9 | 611 | 166 | 8 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 838 |
| % | 1% | 46% | 13% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 64% |
| Peak Hour | 12:00 | 16:30 | 14:45 | 13:30 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 4 | 117 | 31 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 07:00 - 09:00 | 1 | 111 | 46 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| % | 0% | 8% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 8:00 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 74 | 29 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:00 - 18:00 | 3 | 197 | 36 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| % | 0% | 15% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 2 | 117 | 21 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |

### 15-MINUTE BREAKDOWN — EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 4 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 9 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:15 | 0 | 14 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:30 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:45 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:00 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 1 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 4 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 375 | 121 | 5 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 544 |
| % of Totals | 1% | 69% | 22% | 1% | 7% | | | | | | | | | 100% |

### 15-MINUTE BREAKDOWN — WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 3 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 | 0 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:30 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 2 | 12 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:30 | 1 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 6 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 14 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 1 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 33 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:00 | 0 | 22 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:45 | 1 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 12 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 6 | 548 | 168 | 10 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 775 |
| % of Totals | 1% | 71% | 22% | 1% | 6% | | | | | | | | | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 4 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:45 | 0 | 10 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:00 | 0 | 12 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:15 | 0 | 19 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:30 | 0 | 14 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 27 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 8:00 | 0 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 12 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:30 | 0 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 8 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:30 | 0 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:45 | 0 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 1 | 15 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 2 | 18 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:30 | 1 | 23 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:45 | 0 | 23 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:15 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:30 | 0 | 23 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 0 | 14 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:30 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 14:45 | 0 | 14 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:00 | 0 | 17 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:15 | 1 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 13 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 0 | 20 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 24 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:15 | 1 | 18 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:30 | 1 | 32 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:45 | 0 | 36 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 28 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 21 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 1 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:15 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:30 | 0 | 15 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:45 | 1 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 11 | 923 | 289 | 15 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,319 |
| % of Totals | 1% | 70% | 22% | 1% | 6% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 544 | 775 | 1,319 |

DAILY TOTALS

### 15-Minutes Interval

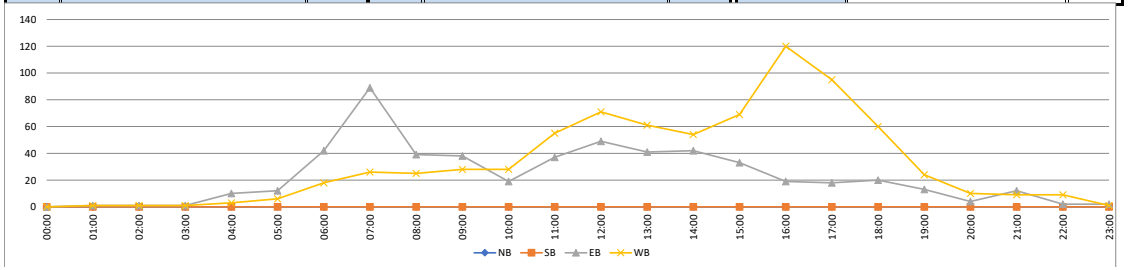
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 13 | 14 | 27 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 7 | 23 | 30 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 15 | 18 | 33 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 14 | 16 | 30 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 12 | 15 | 27 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 10 | 15 | 25 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 12 | 19 | 31 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 7 | 12 | 19 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 7 | 10 | 17 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 15 | 9 | 24 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 10 | 18 | 28 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 10 | 17 | 27 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 8 | 18 | 26 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 5 | 15 | 20 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 12 | 14 | 26 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 8 | 22 | 30 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 4 | 29 | 33 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 5 | 21 | 26 |
| 4:30 | | | 3 | 2 | 5 | 16:30 | | | 5 | 33 | 38 |
| 4:45 | | | 6 | 1 | 7 | 16:45 | | | 5 | 37 | 42 |
| 5:00 | | | 2 | 0 | 2 | 17:00 | | | 6 | 28 | 34 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 4 | 24 | 28 |
| 5:30 | | | 4 | 1 | 5 | 17:30 | | | 3 | 27 | 30 |
| 5:45 | | | 3 | 2 | 5 | 17:45 | | | 5 | 16 | 21 |
| 6:00 | | | 9 | 3 | 12 | 18:00 | | | 5 | 17 | 22 |
| 6:15 | | | 8 | 2 | 10 | 18:15 | | | 2 | 14 | 16 |
| 6:30 | | | 12 | 2 | 14 | 18:30 | | | 4 | 16 | 20 |
| 6:45 | | | 13 | 11 | 24 | 18:45 | | | 9 | 13 | 22 |
| 7:00 | | | 18 | 4 | 22 | 19:00 | | | 4 | 8 | 12 |
| 7:15 | | | 23 | 9 | 32 | 19:15 | | | 2 | 6 | 8 |
| 7:30 | | | 17 | 8 | 25 | 19:30 | | | 4 | 6 | 10 |
| 7:45 | | | 31 | 5 | 36 | 19:45 | | | 3 | 4 | 7 |
| 8:00 | | | 11 | 6 | 17 | 20:00 | | | 2 | 3 | 5 |
| 8:15 | | | 11 | 10 | 21 | 20:15 | | | 0 | 3 | 3 |
| 8:30 | | | 8 | 6 | 14 | 20:30 | | | 0 | 3 | 3 |
| 8:45 | | | 9 | 3 | 12 | 20:45 | | | 2 | 1 | 3 |
| 9:00 | | | 17 | 7 | 24 | 21:00 | | | 4 | 4 | 8 |
| 9:15 | | | 9 | 12 | 21 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 6 | 4 | 10 | 21:30 | | | 4 | 2 | 6 |
| 9:45 | | | 6 | 5 | 11 | 21:45 | | | 2 | 3 | 5 |
| 10:00 | | | 7 | 4 | 11 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 7 | 9 | 16 | 22:15 | | | 0 | 3 | 3 |
| 10:30 | | | 3 | 9 | 12 | 22:30 | | | 2 | 3 | 5 |
| 10:45 | | | 2 | 6 | 8 | 22:45 | | | 0 | 2 | 2 |
| 11:00 | | | 5 | 8 | 13 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 10 | 14 | 24 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 6 | 18 | 24 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 16 | 15 | 31 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 289 | 192 | 481 | TOTALS | 0 | 0 | 255 | 583 | 838 |
| SPLIT % | 0% | 0% | 60% | 40% | 36% | SPLIT % | 0% | 0% | 30% | 70% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 1 | 1 | 2 |
| 04:00 | 05:00 | | | 10 | 3 | 13 |
| 05:00 | 06:00 | | | 12 | 6 | 18 |
| 06:00 | 07:00 | | | 42 | 18 | 60 |
| 07:00 | 08:00 | | | 89 | 26 | 115 |
| 08:00 | 09:00 | | | 39 | 25 | 64 |
| 09:00 | 10:00 | | | 38 | 28 | 66 |
| 10:00 | 11:00 | | | 19 | 28 | 47 |
| 11:00 | 12:00 | | | 37 | 55 | 92 |
| 12:00 | 13:00 | | | 49 | 71 | 120 |
| 13:00 | 14:00 | | | 41 | 61 | 102 |
| 14:00 | 15:00 | | | 42 | 54 | 96 |
| 15:00 | 16:00 | | | 33 | 69 | 102 |
| 16:00 | 17:00 | | | 19 | 120 | 139 |
| 17:00 | 18:00 | | | 18 | 95 | 113 |
| 18:00 | 19:00 | | | 20 | 60 | 80 |
| 19:00 | 20:00 | | | 13 | 24 | 37 |
| 20:00 | 21:00 | | | 4 | 10 | 14 |
| 21:00 | 22:00 | | | 12 | 9 | 21 |
| 22:00 | 23:00 | | | 2 | 9 | 11 |
| 23:00 | 00:00 | | | 2 | 1 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 289 | 192 | 481 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 89 | 55 | 115 |
| Peak Hour Factor | | | 0.718 | 0.764 | 0.799 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 255 | 583 | 838 |
| Peak Hour | | | 12:30 | 16:30 | 16:30 |
| Peak Volume | | | 51 | 122 | 142 |
| Peak Hour Factor | | | 0.850 | 0.824 | 0.845 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 128 | 51 | 179 |
| Peak Hour | | | 7:00 | 7:30 | 7:00 |
| Peak Volume | | | 89 | 29 | 115 |
| Peak Hour Factor | | | 0.718 | 0.725 | 0.799 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 37 | 215 | 252 |
| Peak Hour | | | 16:15 | 16:30 | 16:30 |
| Peak Volume | | | 21 | 122 | 142 |
| Peak Hour Factor | | | 0.875 | 0.824 | 0.845 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Dav: Thursdav
Date: 3/14/2024

Citv: Manassas
Project #: VA24 260055 005

## HOURLY BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 1 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 19 | 11 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:00 | 0 | 45 | 18 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 8:00 | 0 | 33 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 9:00 | 0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 10:00 | 0 | 17 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 29 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:00 | 1 | 28 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 13:00 | 1 | 39 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 1 | 16 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 1 | 13 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 0 | 18 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 1 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 3 | 11 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 1 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 10 | 350 | 130 | 5 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 539 |
| % of Totals | 2% | 65% | 24% | 1% | 8% | | | | | | | | | 100% |

### WESTBOUND

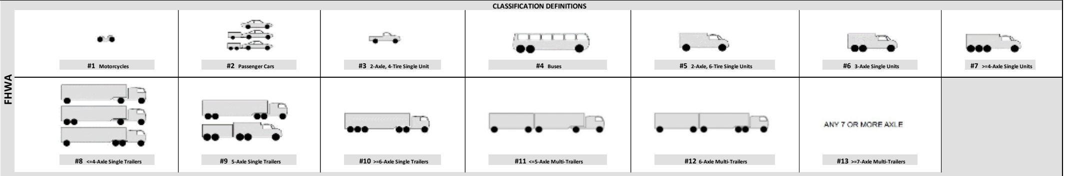
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 12 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 13 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 19 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 20 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 | 0 | 46 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 12:00 | 1 | 61 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 13:00 | 0 | 38 | 14 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 1 | 44 | 15 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 15:00 | 0 | 36 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 16:00 | 1 | 72 | 18 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 17:00 | 2 | 68 | 19 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 18:00 | 6 | 42 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 19:00 | 0 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 1 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 12 | 536 | 162 | 11 | 56 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 779 |
| % of Totals | 2% | 69% | 21% | 1% | 7% | | 0% | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 1 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 | 0 | 30 | 17 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 7:00 | 0 | 57 | 30 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 8:00 | 0 | 46 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 9:00 | 0 | 41 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 37 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:00 | 0 | 75 | 16 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 12:00 | 2 | 89 | 25 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 13:00 | 1 | 77 | 24 | 2 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 14:00 | 2 | 60 | 23 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 15:00 | 1 | 49 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 16:00 | 1 | 90 | 23 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 17:00 | 3 | 81 | 24 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 18:00 | 9 | 53 | 11 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 19:00 | 1 | 34 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 1 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 22 | 886 | 292 | 16 | 100 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1,318 |
| % of Totals | 2% | 67% | 22% | 1% | 8% | | 0% | | | | | | | 100% |

## CLASSIFICATION DEFINITIONS

FHWA




## STATISTICS

### EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 188 | 73 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| % | 0% | 35% | 14% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 5:00 | 7:45 | 7:00 | 6:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 48 | 18 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:00 - 24:00 | 9 | 162 | 57 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| % | 2% | 30% | 11% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 17:30 | 13:00 | 12:15 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 3 | 39 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 07:00 - 09:00 | 0 | 78 | 30 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| % | 0% | 14% | 6% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 48 | 18 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 16:00 - 18:00 | 1 | 31 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| % | 0% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 16:30 | 16:00 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 18 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

### WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 129 | 53 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| % | 0% | 17% | 7% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 11:15 | 11:45 | 6:45 | 9:15 | 7:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 57 | 15 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:00 - 24:00 | 12 | 407 | 109 | 8 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 572 |
| % | 2% | 52% | 14% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% |
| Peak Hour | 17:45 | 16:45 | 17:00 | 17:45 | 17:00 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 7 | 77 | 19 | 3 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 07:00 - 09:00 | 0 | 25 | 18 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| % | 0% | 3% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 13 | 12 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 - 18:00 | 3 | 140 | 37 | 2 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| % | 0% | 18% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 17:00 | 16:45 | 17:00 | 16:00 | 17:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 2 | 77 | 19 | 2 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |

### TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 317 | 126 | 4 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 498 |
| % | 0% | 24% | 10% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 5:00 | 11:30 | 7:00 | 9:15 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 87 | 30 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 12:00 - 24:00 | 21 | 569 | 166 | 12 | 50 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 820 |
| % | 2% | 43% | 13% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 17:45 | 16:45 | 13:45 | 17:45 | 17:15 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 10 | 93 | 28 | 4 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 07:00 - 09:00 | 0 | 103 | 48 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| % | 0% | 8% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 57 | 30 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 16:00 - 18:00 | 4 | 171 | 47 | 3 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| % | 0% | 13% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 17:00 | 16:45 | 16:15 | 16:00 | 16:45 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 3 | 93 | 25 | 3 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |

## 15-MINUTE BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:15 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 5 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:15 | 0 | 8 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 19 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 1 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 10 | 350 | 130 | 5 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 539 |
| % of Totals | 2% | 65% | 24% | 1% | 8% | | | | | | | | | 100% |

### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 4 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 8 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 1 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 0 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 0 | 16 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 17 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 0 | 5 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 1 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 10 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 1 | 16 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 0 | 20 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:45 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 0 | 14 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:15 | 1 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:30 | 0 | 22 | 9 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:45 | 1 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:15 | 5 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 1 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 12 | 536 | 162 | 11 | 56 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 779 |
| % of Totals | 2% | 69% | 21% | 1% | 7% | | 0% | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:15 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 11 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 19 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:15 | 0 | 9 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:30 | 0 | 9 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:45 | 0 | 20 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 8:00 | 0 | 11 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 14 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 0 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:45 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 8 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:45 | 0 | 15 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 1 | 18 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:15 | 0 | 27 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:30 | 0 | 25 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 1 | 19 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 21 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:15 | 0 | 27 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 13:30 | 0 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 1 | 16 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:00 | 1 | 13 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:15 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 19 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:45 | 0 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 0 | 14 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:45 | 1 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 1 | 20 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 0 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 24 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 16:45 | 0 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 17 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 2 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:30 | 0 | 27 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 17:45 | 1 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:00 | 1 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:15 | 7 | 14 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:30 | 1 | 20 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:45 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 22 | 886 | 292 | 16 | 100 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1,318 |
| % of Totals | 2% | 67% | 22% | 1% | 8% | | 0% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 539 | 779 | 1,318 |

DAILY TOTALS

### 15-Minutes Interval

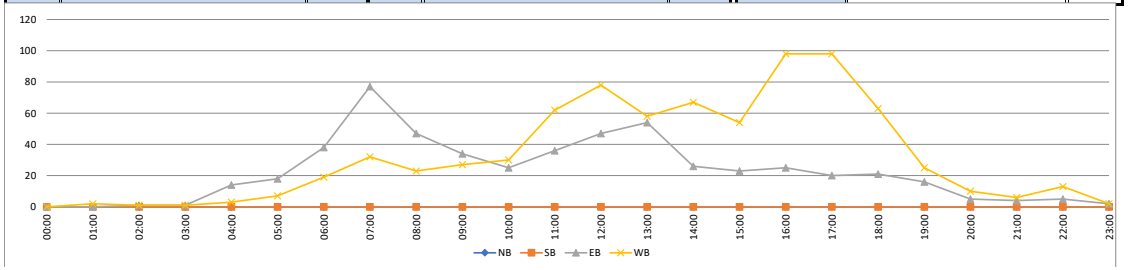
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 11 | 19 | 30 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 9 | 22 | 31 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 14 | 23 | 37 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 13 | 14 | 27 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 18 | 13 | 31 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 12 | 22 | 34 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 9 | 9 | 18 |
| 1:45 | | | 0 | 2 | 2 | 13:45 | | | 15 | 14 | 29 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 3 | 19 | 22 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 11 | 17 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 13 | 19 | 32 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 4 | 18 | 22 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 9 | 12 | 21 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 12 | 16 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 5 | 15 | 20 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 5 | 15 | 20 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 5 | 24 | 29 |
| 4:15 | | | 2 | 1 | 3 | 16:15 | | | 7 | 16 | 23 |
| 4:30 | | | 3 | 1 | 4 | 16:30 | | | 6 | 31 | 37 |
| 4:45 | | | 9 | 1 | 10 | 16:45 | | | 7 | 27 | 34 |
| 5:00 | | | 3 | 1 | 4 | 17:00 | | | 6 | 18 | 24 |
| 5:15 | | | 4 | 2 | 6 | 17:15 | | | 5 | 21 | 26 |
| 5:30 | | | 5 | 2 | 7 | 17:30 | | | 6 | 37 | 43 |
| 5:45 | | | 6 | 2 | 8 | 17:45 | | | 3 | 22 | 25 |
| 6:00 | | | 10 | 3 | 13 | 18:00 | | | 4 | 18 | 22 |
| 6:15 | | | 8 | 0 | 8 | 18:15 | | | 8 | 17 | 25 |
| 6:30 | | | 7 | 3 | 10 | 18:30 | | | 7 | 22 | 29 |
| 6:45 | | | 13 | 13 | 26 | 18:45 | | | 2 | 6 | 8 |
| 7:00 | | | 21 | 11 | 32 | 19:00 | | | 4 | 4 | 8 |
| 7:15 | | | 16 | 3 | 19 | 19:15 | | | 7 | 10 | 17 |
| 7:30 | | | 8 | 14 | 22 | 19:30 | | | 3 | 7 | 10 |
| 7:45 | | | 32 | 4 | 36 | 19:45 | | | 2 | 4 | 6 |
| 8:00 | | | 11 | 6 | 17 | 20:00 | | | 1 | 4 | 5 |
| 8:15 | | | 14 | 3 | 17 | 20:15 | | | 0 | 3 | 3 |
| 8:30 | | | 14 | 3 | 17 | 20:30 | | | 3 | 2 | 5 |
| 8:45 | | | 8 | 11 | 19 | 20:45 | | | 1 | 1 | 2 |
| 9:00 | | | 15 | 9 | 24 | 21:00 | | | 0 | 3 | 3 |
| 9:15 | | | 5 | 5 | 10 | 21:15 | | | 2 | 1 | 3 |
| 9:30 | | | 8 | 7 | 15 | 21:30 | | | 0 | 2 | 2 |
| 9:45 | | | 6 | 6 | 12 | 21:45 | | | 2 | 0 | 2 |
| 10:00 | | | 7 | 10 | 17 | 22:00 | | | 1 | 5 | 6 |
| 10:15 | | | 5 | 4 | 9 | 22:15 | | | 2 | 1 | 3 |
| 10:30 | | | 4 | 10 | 14 | 22:30 | | | 1 | 7 | 8 |
| 10:45 | | | 9 | 6 | 15 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 4 | 17 | 21 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 8 | 12 | 20 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 13 | 19 | 32 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 11 | 14 | 25 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 291 | 207 | 498 | TOTALS | 0 | 0 | 248 | 572 | 820 |
| SPLIT % | 0% | 0% | 58% | 42% | 38% | SPLIT % | 0% | 0% | 30% | 70% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 0 | 2 | 2 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 1 | 1 | 2 |
| 04:00 | 05:00 | | | 14 | 3 | 17 |
| 05:00 | 06:00 | | | 18 | 7 | 25 |
| 06:00 | 07:00 | | | 38 | 19 | 57 |
| 07:00 | 08:00 | | | 77 | 32 | 109 |
| 08:00 | 09:00 | | | 47 | 23 | 70 |
| 09:00 | 10:00 | | | 34 | 27 | 61 |
| 10:00 | 11:00 | | | 25 | 30 | 55 |
| 11:00 | 12:00 | | | 36 | 62 | 98 |
| 12:00 | 13:00 | | | 47 | 78 | 125 |
| 13:00 | 14:00 | | | 54 | 58 | 112 |
| 14:00 | 15:00 | | | 26 | 67 | 93 |
| 15:00 | 16:00 | | | 23 | 54 | 77 |
| 16:00 | 17:00 | | | 25 | 98 | 123 |
| 17:00 | 18:00 | | | 20 | 98 | 118 |
| 18:00 | 19:00 | | | 21 | 63 | 84 |
| 19:00 | 20:00 | | | 16 | 25 | 41 |
| 20:00 | 21:00 | | | 5 | 10 | 15 |
| 21:00 | 22:00 | | | 4 | 6 | 10 |
| 22:00 | 23:00 | | | 5 | 13 | 18 |
| 23:00 | 00:00 | | | 2 | 2 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 291 | 207 | 498 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 77 | 62 | 109 |
| Peak Hour Factor | | | 0.602 | 0.816 | 0.757 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 248 | 572 | 820 |
| Peak Hour | | | 12:30 | 16:45 | 12:30 |
| Peak Volume | | | 57 | 103 | 129 |
| Peak Hour Factor | | | 0.792 | 0.696 | 0.872 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 124 | 55 | 179 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 77 | 32 | 109 |
| Peak Hour Factor | | | 0.602 | 0.571 | 0.757 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 45 | 196 | 241 |
| Peak Hour | | | 16:15 | 16:45 | 16:45 |
| Peak Volume | | | 26 | 103 | 127 |
| Peak Hour Factor | | | 0.929 | 0.696 | 0.738 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Dav: Fridav
Date: 3/15/2024

Citv: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 1 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 13 | 13 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 37 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 8:00 | 0 | 35 | 17 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 9:00 | 0 | 19 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 1 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 30 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:00 | 1 | 36 | 8 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:00 | 0 | 34 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 1 | 22 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 0 | 23 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 1 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 1 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 7 | 358 | 105 | 3 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 |
| % of Totals | 1% | 69% | 20% | 1% | 8% | 0% | | | | | | | | 100% |

**WESTBOUND**

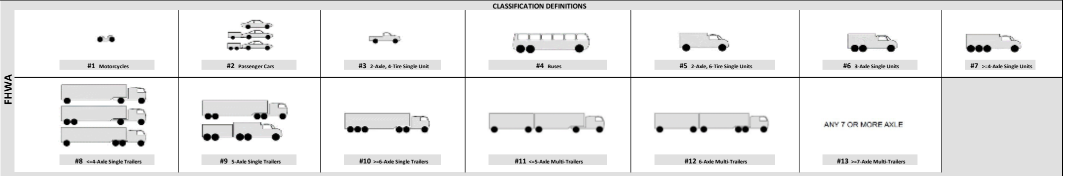
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:00 | 0 | 14 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 14 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:00 | 0 | 15 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 19 | 9 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:00 | 0 | 36 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 1 | 55 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 1 | 34 | 22 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 14:00 | 0 | 37 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 15:00 | 0 | 56 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:00 | 0 | 57 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 17:00 | 1 | 53 | 10 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 18:00 | 0 | 24 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 19:00 | 1 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 479 | 131 | 11 | 51 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 677 |
| % of Totals | 1% | 71% | 19% | 2% | 8% | 0% | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 5:00 | 1 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 24 | 16 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:00 | 0 | 51 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 8:00 | 0 | 49 | 29 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 9:00 | 0 | 34 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:00 | 1 | 33 | 15 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 66 | 11 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 12:00 | 2 | 91 | 19 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 13:00 | 1 | 68 | 30 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 14:00 | 1 | 59 | 16 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:00 | 0 | 79 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 16:00 | 0 | 69 | 19 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 17:00 | 2 | 67 | 13 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 18:00 | 1 | 40 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 19:00 | 2 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 20:00 | 0 | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 11 | 837 | 236 | 14 | 93 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,193 |
| % of Totals | 1% | 70% | 20% | 1% | 8% | 0% | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 175 | 66 | 2 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % | 0% | 34% | 13% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% |
| Peak Hour | 5:00 | 7:30 | 8:00 | 7:30 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 1 | 48 | 17 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 5 | 183 | 39 | 1 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| % | 1% | 35% | 8% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 18:15 | 12:15 | 12:15 | 12:00 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 2 | 40 | 9 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:00 - 09:00 | 0 | 72 | 25 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| % | 0% | 14% | 5% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 48 | 17 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 16:00 - 18:00 | 1 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| % | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 1 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 122 | 45 | 5 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| % | 0% | 18% | 7% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% |
| Peak Hour | 11:30 | 11:45 | 8:00 | 8:30 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 55 | 12 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 4 | 357 | 86 | 6 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |
| % | 1% | 53% | 13% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 71% |
| Peak Hour | 12:15 | 15:15 | 13:00 | 13:15 | 13:15 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 2 | 64 | 22 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 07:00 - 09:00 | 0 | 28 | 20 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| % | 0% | 4% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:45 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 15 | 12 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 - 18:00 | 1 | 110 | 25 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| % | 0% | 16% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:15 | 16:30 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 60 | 15 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 297 | 111 | 7 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 468 |
| % | 0% | 25% | 9% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 39% |
| Peak Hour | 5:00 | 11:45 | 8:00 | 10:30 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 96 | 29 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 12:00 - 24:00 | 9 | 540 | 125 | 7 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 725 |
| % | 1% | 45% | 10% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 61% |
| Peak Hour | 12:15 | 12:00 | 13:00 | 12:00 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 3 | 91 | 30 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 07:00 - 09:00 | 0 | 100 | 45 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| % | 0% | 8% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 61 | 29 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 16:00 - 18:00 | 2 | 136 | 32 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| % | 0% | 11% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:30 | 16:30 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 2 | 73 | 19 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:15 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 3 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 | 0 | 9 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 16 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:30 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:45 | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 1 | 4 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 7 | 358 | 105 | 3 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 |
| % of Totals | 1% | 69% | 20% | 1% | 8% | 0% | | | | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 10 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:15 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 1 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 5 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 8 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 12 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 | 0 | 20 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:15 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:45 | 0 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 1 | 21 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:30 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 479 | 131 | 11 | 51 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 677 |
| % of Totals | 1% | 71% | 19% | 2% | 8% | 0% | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 8 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 6:45 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:15 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:45 | 0 | 19 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 11 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 20 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:30 | 0 | 6 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:45 | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 14 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:15 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:45 | 0 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 1 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 7 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:15 | 0 | 18 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:30 | 0 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:45 | 0 | 20 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 30 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:15 | 1 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:30 | 0 | 22 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:45 | 1 | 15 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 1 | 30 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 13:15 | 0 | 13 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 12 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:45 | 0 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 18 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 1 | 17 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 0 | 17 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 0 | 24 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 0 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:45 | 0 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 1 | 24 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:15 | 1 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:30 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 1 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:15 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 11 | 837 | 236 | 14 | 93 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.193 |
| % of Totals | 1% | 70% | 20% | 1% | 8% | 0% | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 516 | 677 | 1,193 |

DAILY TOTALS

### 15-Minutes Interval

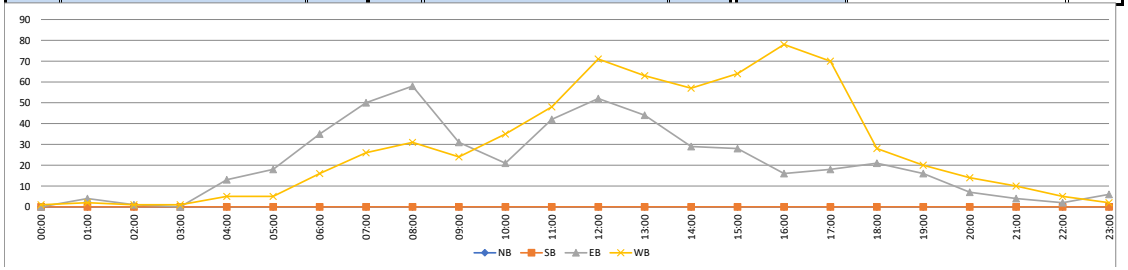
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 17 | 22 | 39 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 14 | 17 | 31 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 11 | 18 | 29 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 10 | 14 | 24 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 21 | 22 | 43 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 10 | 12 | 22 |
| 1:30 | | | 2 | 1 | 3 | 13:30 | | | 7 | 16 | 23 |
| 1:45 | | | 1 | 1 | 2 | 13:45 | | | 6 | 13 | 19 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 10 | 16 | 26 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 5 | 12 | 17 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 6 | 20 | 26 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 8 | 9 | 17 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 3 | 13 | 16 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 7 | 18 | 25 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 8 | 15 | 23 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 10 | 18 | 28 |
| 4:00 | | | 3 | 0 | 3 | 16:00 | | | 6 | 26 | 32 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 6 | 18 | 24 |
| 4:30 | | | 3 | 3 | 6 | 16:30 | | | 1 | 19 | 20 |
| 4:45 | | | 7 | 2 | 9 | 16:45 | | | 3 | 15 | 18 |
| 5:00 | | | 0 | 1 | 1 | 17:00 | | | 4 | 27 | 31 |
| 5:15 | | | 3 | 1 | 4 | 17:15 | | | 9 | 17 | 26 |
| 5:30 | | | 6 | 1 | 7 | 17:30 | | | 1 | 15 | 16 |
| 5:45 | | | 9 | 2 | 11 | 17:45 | | | 4 | 11 | 15 |
| 6:00 | | | 8 | 1 | 9 | 18:00 | | | 2 | 10 | 12 |
| 6:15 | | | 7 | 1 | 8 | 18:15 | | | 4 | 8 | 12 |
| 6:30 | | | 11 | 8 | 19 | 18:30 | | | 8 | 4 | 12 |
| 6:45 | | | 9 | 6 | 15 | 18:45 | | | 7 | 6 | 13 |
| 7:00 | | | 9 | 6 | 15 | 19:00 | | | 5 | 7 | 12 |
| 7:15 | | | 9 | 6 | 15 | 19:15 | | | 7 | 3 | 10 |
| 7:30 | | | 15 | 4 | 19 | 19:30 | | | 3 | 8 | 11 |
| 7:45 | | | 17 | 10 | 27 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 16 | 5 | 21 | 20:00 | | | 1 | 5 | 6 |
| 8:15 | | | 22 | 10 | 32 | 20:15 | | | 3 | 2 | 5 |
| 8:30 | | | 10 | 6 | 16 | 20:30 | | | 1 | 5 | 6 |
| 8:45 | | | 10 | 10 | 20 | 20:45 | | | 2 | 2 | 4 |
| 9:00 | | | 13 | 7 | 20 | 21:00 | | | 2 | 1 | 3 |
| 9:15 | | | 6 | 5 | 11 | 21:15 | | | 0 | 5 | 5 |
| 9:30 | | | 8 | 5 | 13 | 21:30 | | | 1 | 2 | 3 |
| 9:45 | | | 4 | 7 | 11 | 21:45 | | | 1 | 2 | 3 |
| 10:00 | | | 4 | 4 | 8 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 7 | 11 | 18 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 6 | 10 | 16 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 4 | 10 | 14 | 22:45 | | | 0 | 2 | 2 |
| 11:00 | | | 8 | 8 | 16 | 23:00 | | | 2 | 0 | 2 |
| 11:15 | | | 12 | 15 | 27 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 10 | 12 | 22 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 12 | 13 | 25 | 23:45 | | | 2 | 0 | 2 |
| TOTALS | 0 | 0 | 273 | 195 | 468 | TOTALS | 0 | 0 | 243 | 482 | 725 |
| SPLIT % | 0% | 0% | 58% | 42% | 39% | SPLIT % | 0% | 0% | 34% | 66% | 61% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 4 | 2 | 6 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 0 | 1 | 1 |
| 04:00 | 05:00 | | | 13 | 5 | 18 |
| 05:00 | 06:00 | | | 18 | 5 | 23 |
| 06:00 | 07:00 | | | 35 | 16 | 51 |
| 07:00 | 08:00 | | | 50 | 26 | 76 |
| 08:00 | 09:00 | | | 58 | 31 | 89 |
| 09:00 | 10:00 | | | 31 | 24 | 55 |
| 10:00 | 11:00 | | | 21 | 35 | 56 |
| 11:00 | 12:00 | | | 42 | 48 | 90 |
| 12:00 | 13:00 | | | 52 | 71 | 123 |
| 13:00 | 14:00 | | | 44 | 63 | 107 |
| 14:00 | 15:00 | | | 29 | 57 | 86 |
| 15:00 | 16:00 | | | 28 | 64 | 92 |
| 16:00 | 17:00 | | | 16 | 78 | 94 |
| 17:00 | 18:00 | | | 18 | 70 | 88 |
| 18:00 | 19:00 | | | 21 | 28 | 49 |
| 19:00 | 20:00 | | | 16 | 20 | 36 |
| 20:00 | 21:00 | | | 7 | 14 | 21 |
| 21:00 | 22:00 | | | 4 | 10 | 14 |
| 22:00 | 23:00 | | | 2 | 5 | 7 |
| 23:00 | 00:00 | | | 6 | 2 | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 273 | 195 | 468 |
| Peak Hour | | | 7:30 | 11:00 | 7:30 |
| Peak Volume | | | 70 | 48 | 99 |
| Peak Hour Factor | | | 0.795 | 0.800 | 0.773 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 243 | 482 | 725 |
| Peak Hour | | | 12:15 | 15:45 | 12:15 |
| Peak Volume | | | 56 | 81 | 127 |
| Peak Hour Factor | | | 0.667 | 0.779 | 0.738 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 108 | 57 | 165 |
| Peak Hour | | | 7:30 | 7:45 | 7:30 |
| Peak Volume | | | 70 | 31 | 99 |
| Peak Hour Factor | | | 0.795 | 0.775 | 0.773 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 34 | 148 | 182 |
| Peak Hour | | | 17:00 | 16:15 | 16:30 |
| Peak Volume | | | 18 | 79 | 95 |
| Peak Hour Factor | | | 0.500 | 0.731 | 0.766 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Dav: Saturdav
Date: 3/16/2024

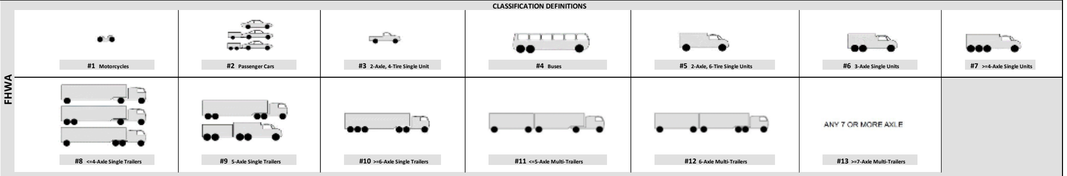
Citv: Manassas
Project #: VA24 260055 005

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 9:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 20 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 38 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 11:00 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 21 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 5 | 28 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:00 | 0 | 16 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 18 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 34 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 37 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 24 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 39 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 1 | 26 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 52 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 16:00 | 8 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 11 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 26 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 14 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 11 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 25 | 6 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 10 | 200 | 50 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 12 | 243 | 56 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 22 | 443 | 106 | 1 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 599 |
| % of Totals | 4% | 74% | 18% | 0% | 4% | | | | | | | | | 100% | 4% | 74% | 17% | | 4% | | 1% | | | | | | | 100% | 4% | 74% | 18% | 0% | 4% | | 1% | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

| | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 66 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 6 | 74 | 29 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 7 | 140 | 48 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| % | 0% | 24% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 32% | 2% | 23% | 9% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 36% | 1% | 23% | 8% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 11:00 | 10:00 | 10:00 | 6:00 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:00 | 11:45 | 10:30 | 11:15 | 0:00 | 8:00 | 0:00 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:45 | 10:00 | 10:00 | 6:00 | 9:15 | 0:00 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:00 |
| Peak Volume | 1 | 18 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 24 | 9 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 6 | 38 | 18 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 12:00 - 24:00 | 9 | 134 | 31 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 6 | 169 | 27 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 15 | 303 | 58 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 392 |
| % | 3% | 49% | 11% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 68% | 2% | 52% | 8% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 3% | 51% | 10% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 16:00 | 14:30 | 12:45 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 | 15:30 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 16:00 | 15:00 | 12:45 | 12:00 | 12:15 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 |
| Peak Volume | 8 | 27 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 2 | 27 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 10 | 52 | 13 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 07:00 - 09:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 13 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 28 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 4% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 5% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:15 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:30 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 8 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 20 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 - 18:00 | 8 | 29 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 3 | 22 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 11 | 51 | 9 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| % | 3% | 11% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% | 1% | 7% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 2% | 9% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 8 | 15 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 11 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 26 | 7 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |

### 15-MINUTE BREAKDOWN

| Time | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 5 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 10 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 9 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:15 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 10 | 200 | 50 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 12 | 243 | 56 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 22 | 443 | 106 | 1 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 599 |
| % of Totals | 4% | 74% | 18% | 0% | 4% | | | | | | | | | 100% | 4% | 74% | 17% | | 4% | | 1% | | | | | | | 100% | 4% | 74% | 18% | 0% | 4% | | 1% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 272 | 327 | 599 |

DAILY TOTALS

### 15-Minutes Interval

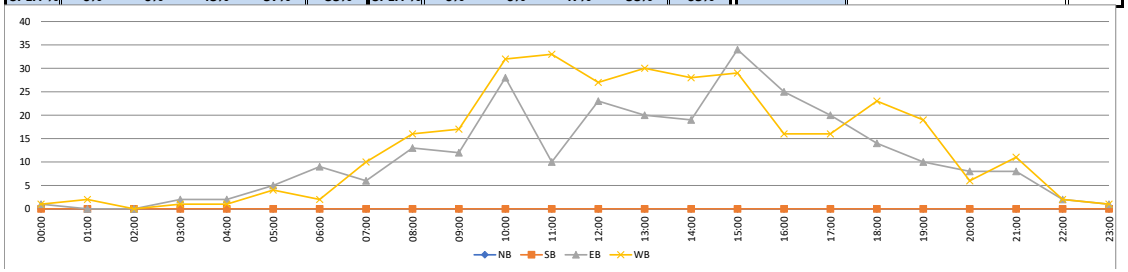
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 2 | 7 | 9 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 6 | 5 | 11 |
| 0:30 | | | 1 | 1 | 2 | 12:30 | | | 8 | 7 | 15 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 7 | 8 | 15 |
| 1:00 | | | 0 | 2 | 2 | 13:00 | | | 5 | 10 | 15 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 6 | 5 | 11 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 7 | 13 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 8 | 11 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 9 | 5 | 14 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 2 | 11 | 13 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 7 | 4 | 11 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 1 | 8 | 9 |
| 3:00 | | | 1 | 1 | 2 | 15:00 | | | 16 | 6 | 22 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 11 | 9 | 20 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 2 | 7 | 9 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 5 | 7 | 12 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 4 | 6 | 10 |
| 4:15 | | | 2 | 0 | 2 | 16:15 | | | 5 | 3 | 8 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 3 | 4 | 7 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 13 | 3 | 16 |
| 5:00 | | | 1 | 0 | 1 | 17:00 | | | 2 | 4 | 6 |
| 5:15 | | | 1 | 2 | 3 | 17:15 | | | 3 | 4 | 7 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 9 | 3 | 12 |
| 5:45 | | | 3 | 0 | 3 | 17:45 | | | 6 | 5 | 11 |
| 6:00 | | | 2 | 0 | 2 | 18:00 | | | 1 | 6 | 7 |
| 6:15 | | | 2 | 1 | 3 | 18:15 | | | 1 | 8 | 9 |
| 6:30 | | | 2 | 1 | 3 | 18:30 | | | 5 | 4 | 9 |
| 6:45 | | | 3 | 0 | 3 | 18:45 | | | 7 | 5 | 12 |
| 7:00 | | | 0 | 3 | 3 | 19:00 | | | 1 | 5 | 6 |
| 7:15 | | | 0 | 3 | 3 | 19:15 | | | 2 | 4 | 6 |
| 7:30 | | | 2 | 3 | 5 | 19:30 | | | 5 | 6 | 11 |
| 7:45 | | | 4 | 1 | 5 | 19:45 | | | 2 | 4 | 6 |
| 8:00 | | | 4 | 6 | 10 | 20:00 | | | 2 | 1 | 3 |
| 8:15 | | | 4 | 3 | 7 | 20:15 | | | 3 | 1 | 4 |
| 8:30 | | | 4 | 5 | 9 | 20:30 | | | 3 | 0 | 3 |
| 8:45 | | | 1 | 2 | 3 | 20:45 | | | 0 | 4 | 4 |
| 9:00 | | | 0 | 3 | 3 | 21:00 | | | 2 | 2 | 4 |
| 9:15 | | | 4 | 5 | 9 | 21:15 | | | 2 | 7 | 9 |
| 9:30 | | | 4 | 5 | 9 | 21:30 | | | 1 | 1 | 2 |
| 9:45 | | | 4 | 4 | 8 | 21:45 | | | 3 | 1 | 4 |
| 10:00 | | | 7 | 12 | 19 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 5 | 5 | 10 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 5 | 7 | 12 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 11 | 8 | 19 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 1 | 9 | 10 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 4 | 7 | 11 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 2 | 2 | 4 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 3 | 15 | 18 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 88 | 119 | 207 | TOTALS | 0 | 0 | 184 | 208 | 392 |
| SPLIT % | 0% | 0% | 43% | 57% | 35% | SPLIT % | 0% | 0% | 47% | 53% | 65% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 0 | 2 | 2 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 2 | 1 | 3 |
| 04:00 | 05:00 | | | 2 | 1 | 3 |
| 05:00 | 06:00 | | | 5 | 4 | 9 |
| 06:00 | 07:00 | | | 9 | 2 | 11 |
| 07:00 | 08:00 | | | 6 | 10 | 16 |
| 08:00 | 09:00 | | | 13 | 16 | 29 |
| 09:00 | 10:00 | | | 12 | 17 | 29 |
| 10:00 | 11:00 | | | 28 | 32 | 60 |
| 11:00 | 12:00 | | | 10 | 33 | 43 |
| 12:00 | 13:00 | | | 23 | 27 | 50 |
| 13:00 | 14:00 | | | 20 | 30 | 50 |
| 14:00 | 15:00 | | | 19 | 28 | 47 |
| 15:00 | 16:00 | | | 34 | 29 | 63 |
| 16:00 | 17:00 | | | 25 | 16 | 41 |
| 17:00 | 18:00 | | | 20 | 16 | 36 |
| 18:00 | 19:00 | | | 14 | 23 | 37 |
| 19:00 | 20:00 | | | 10 | 19 | 29 |
| 20:00 | 21:00 | | | 8 | 6 | 14 |
| 21:00 | 22:00 | | | 8 | 11 | 19 |
| 22:00 | 23:00 | | | 2 | 2 | 4 |
| 23:00 | 00:00 | | | 1 | 1 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 88 | 119 | 207 |
| Peak Hour | | | 10:00 | 11:00 | 10:00 |
| Peak Volume | | | 28 | 33 | 60 |
| Peak Hour Factor | | | 0.636 | 0.550 | 0.789 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 184 | 208 | 392 |
| Peak Hour | | | 14:30 | 13:30 | 15:00 |
| Peak Volume | | | 35 | 31 | 63 |
| Peak Hour Factor | | | 0.547 | 0.705 | 0.716 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 19 | 26 | 45 |
| Peak Hour | | | 7:45 | 8:00 | 7:45 |
| Peak Volume | | | 16 | 16 | 31 |
| Peak Hour Factor | | | 1.000 | 0.667 | 0.775 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 45 | 32 | 77 |
| Peak Hour | | | 16:45 | 16:00 | 16:00 |
| Peak Volume | | | 27 | 16 | 41 |
| Peak Hour Factor | | | 0.519 | 0.667 | 0.641 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Piper Ln W/O Observation Rd

Dav: Sundav
Date: 3/17/2024

Citv: Manassas
Proiect #: VA24 260055 005

## HOURLY BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 5 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 2 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 1 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 2 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 10 | 154 | 31 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| % of Totals | 5% | 77% | 16% | | 2% | | 1% | | | | | | | 100% |

### WESTBOUND

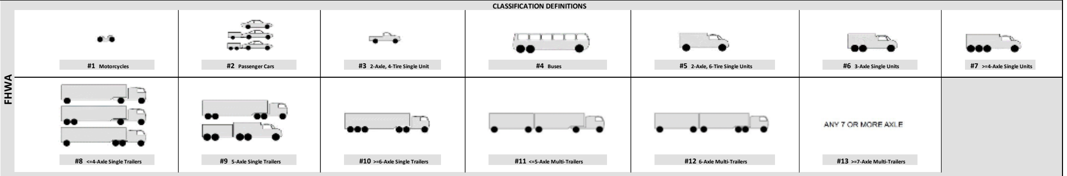
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 1 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 2 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:00 | 3 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 2 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 | 2 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 1 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 15 | 199 | 48 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| % of Totals | 6% | 74% | 18% | | 3% | | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 7 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 1 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:00 | 2 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 2 | 32 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:00 | 2 | 33 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 13:00 | 2 | 43 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 4 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 15:00 | 4 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 | 4 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 17:00 | 2 | 32 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 2 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 25 | 353 | 79 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| % of Totals | 5% | 75% | 17% | | 2% | | 0% | | | | | | | 100% |

## FHWA

### CLASSIFICATION DEFINITIONS




## STATISTICS

### EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 51 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| % | 1% | 26% | 4% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 10:00 | 11:30 | 11:45 | 0:00 | 8:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 17 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 - 24:00 | 8 | 103 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| % | 4% | 52% | 12% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% |
| Peak Hour | 12:15 | 13:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 2 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 07:00 - 09:00 | 0 | 7 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| % | 0% | 4% | 1% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:45 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 5 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 - 18:00 | 3 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| % | 2% | 12% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 2 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |

### WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 43 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| % | 1% | 16% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 11:45 | 10:45 | 10:30 | 0:00 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 3 | 18 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 - 24:00 | 12 | 156 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| % | 4% | 58% | 12% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 14:45 | 16:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 4 | 25 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:00 - 09:00 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | 0% | 2% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% |
| Peak Hour | 7:00 | 7:45 | 7:45 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 3 | 48 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| % | 1% | 18% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 2 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |

### TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 94 | 25 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| % | 1% | 20% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 11:45 | 11:30 | 11:45 | 0:00 | 8:15 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 4 | 35 | 9 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:00 - 24:00 | 20 | 259 | 54 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| % | 4% | 55% | 12% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 72% |
| Peak Hour | 14:45 | 13:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 6 | 43 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 07:00 - 09:00 | 0 | 13 | 6 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| % | 0% | 3% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:00 | 7:45 | 7:45 | 7:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 10 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 6 | 71 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| % | 1% | 15% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 4 | 39 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |

## 15-MINUTE BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 10 | 154 | 31 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| % of Totals | 5% | 77% | 16% | | 2% | | 1% | | | | | | | 100% |

### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 15 | 199 | 48 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| % of Totals | 6% | 74% | 18% | | 3% | | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 1 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 25 | 353 | 79 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| % of Totals | 5% | 75% | 17% | | 2% | | 0% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 200 | 269 | 469 |

DAILY TOTALS

### 15-Minutes Interval

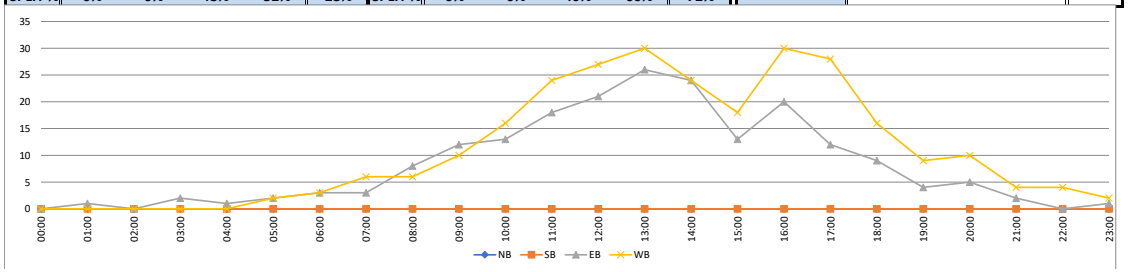
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 4 | 6 | 10 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 5 | 6 | 11 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 8 | 15 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 7 | 12 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 11 | 5 | 16 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 4 | 12 | 16 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 4 | 10 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 5 | 9 | 14 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 10 | 2 | 12 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 5 | 8 | 13 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 4 | 6 | 10 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 8 | 13 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 4 | 2 | 6 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 3 | 3 | 6 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 1 | 11 | 12 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 5 | 2 | 7 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 1 | 11 | 12 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 9 | 6 | 15 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 5 | 4 | 9 |
| 4:45 | | | 1 | 0 | 1 | 16:45 | | | 5 | 9 | 14 |
| 5:00 | | | 0 | 1 | 1 | 17:00 | | | 2 | 11 | 13 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 6 | 5 | 11 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 4 | 7 | 11 |
| 5:45 | | | 2 | 0 | 2 | 17:45 | | | 0 | 5 | 5 |
| 6:00 | | | 2 | 3 | 5 | 18:00 | | | 0 | 3 | 3 |
| 6:15 | | | 1 | 0 | 1 | 18:15 | | | 2 | 5 | 7 |
| 6:30 | | | 0 | 0 | 0 | 18:30 | | | 3 | 4 | 7 |
| 6:45 | | | 0 | 0 | 0 | 18:45 | | | 4 | 4 | 8 |
| 7:00 | | | 0 | 1 | 1 | 19:00 | | | 0 | 2 | 2 |
| 7:15 | | | 0 | 1 | 1 | 19:15 | | | 2 | 3 | 5 |
| 7:30 | | | 1 | 1 | 2 | 19:30 | | | 1 | 3 | 4 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 1 | 1 | 2 |
| 8:00 | | | 1 | 2 | 3 | 20:00 | | | 3 | 4 | 7 |
| 8:15 | | | 1 | 2 | 3 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 2 | 2 | 4 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 4 | 0 | 4 | 20:45 | | | 0 | 3 | 3 |
| 9:00 | | | 1 | 3 | 4 | 21:00 | | | 0 | 2 | 2 |
| 9:15 | | | 1 | 2 | 3 | 21:15 | | | 1 | 1 | 2 |
| 9:30 | | | 6 | 3 | 9 | 21:30 | | | 1 | 1 | 2 |
| 9:45 | | | 4 | 2 | 6 | 21:45 | | | 0 | 0 | 0 |
| 10:00 | | | 4 | 5 | 9 | 22:00 | | | 0 | 2 | 2 |
| 10:15 | | | 1 | 3 | 4 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 3 | 3 | 6 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 5 | 5 | 10 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 4 | 8 | 12 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 2 | 4 | 6 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 5 | 6 | 11 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 7 | 6 | 13 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 63 | 67 | 130 | TOTALS | 0 | 0 | 137 | 202 | 339 |
| SPLIT % | 0% | 0% | 48% | 52% | 28% | SPLIT % | 0% | 0% | 40% | 60% | 72% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 1 | 0 | 1 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 2 | 0 | 2 |
| 04:00 | 05:00 | | | 1 | 0 | 1 |
| 05:00 | 06:00 | | | 2 | 2 | 4 |
| 06:00 | 07:00 | | | 3 | 3 | 6 |
| 07:00 | 08:00 | | | 3 | 6 | 9 |
| 08:00 | 09:00 | | | 8 | 6 | 14 |
| 09:00 | 10:00 | | | 12 | 10 | 22 |
| 10:00 | 11:00 | | | 13 | 16 | 29 |
| 11:00 | 12:00 | | | 18 | 24 | 42 |
| 12:00 | 13:00 | | | 21 | 27 | 48 |
| 13:00 | 14:00 | | | 26 | 30 | 56 |
| 14:00 | 15:00 | | | 24 | 24 | 48 |
| 15:00 | 16:00 | | | 13 | 18 | 31 |
| 16:00 | 17:00 | | | 20 | 30 | 50 |
| 17:00 | 18:00 | | | 12 | 28 | 40 |
| 18:00 | 19:00 | | | 9 | 16 | 25 |
| 19:00 | 20:00 | | | 4 | 9 | 13 |
| 20:00 | 21:00 | | | 5 | 10 | 15 |
| 21:00 | 22:00 | | | 2 | 4 | 6 |
| 22:00 | 23:00 | | | 0 | 4 | 4 |
| 23:00 | 00:00 | | | 1 | 2 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 63 | 67 | 130 |
| Peak Hour | | | 11:00 | 11:00 | 11:00 |
| Peak Volume | | | 18 | 24 | 42 |
| Peak Hour Factor | | | 0.643 | 0.750 | 0.808 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 137 | 202 | 339 |
| Peak Hour | | | 12:15 | 12:30 | 12:30 |
| Peak Volume | | | 28 | 32 | 59 |
| Peak Hour Factor | | | 0.636 | 0.667 | 0.922 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 11 | 12 | 23 |
| Peak Hour | | | 8:00 | 7:45 | 7:45 |
| Peak Volume | | | 8 | 9 | 15 |
| Peak Hour Factor | | | 0.500 | 0.750 | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 32 | 58 | 90 |
| Peak Hour | | | 16:15 | 16:45 | 16:15 |
| Peak Volume | | | 21 | 32 | 51 |
| Peak Hour Factor | | | 0.583 | 0.727 | 0.850 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 1 | 0 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 0 | 0 | 3 | 1 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 0 | 0 | 0 | 5 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 0 | 1 | 2 | 2 | 3 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 1 | 0 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 2 | 2 | 10 | 23 | 56 | 56 | 18 | 6 | 4 | 0 | 0 | 0 | 177 |
| % of Totals | | 1% | 1% | 6% | 13% | 32% | 32% | 10% | 3% | 2% | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 3 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 0 | 0 | 2 | 3 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 0 | 0 | 1 | 2 | 8 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 0 | 0 | 1 | 1 | 7 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 1 | 0 | 1 | 1 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 1 | 0 | 2 | 8 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 1 | 1 | 13 | 28 | 67 | 58 | 15 | 6 | 5 | 0 | 0 | 0 | 195 |
| % of Totals | 1% | 1% | 1% | 7% | 14% | 34% | 30% | 8% | 3% | 3% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 7 | 12 | 4 | 1 | 2 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 0 | 1 | 1 | 8 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 9 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 0 | 0 | 5 | 4 | 16 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 0 | 0 | 0 | 1 | 7 | 18 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 45 |
| 13:00 | 0 | 0 | 1 | 3 | 3 | 10 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 2 | 0 | 3 | 4 | 5 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 8 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 0 | 0 | 2 | 4 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 1 | 0 | 4 | 10 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 3 | 3 | 23 | 51 | 123 | 114 | 33 | 12 | 9 | 0 | 0 | 0 | 372 |
| % of Totals | 0% | 1% | 1% | 6% | 14% | 33% | 31% | 9% | 3% | 2% | | | | 100% |

### STATISTICS

EASTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 1 | 1 | 4 | 8 | 32 | 20 | 9 | 2 | 3 | 0 | 0 | 0 | 80 |
| | % | 0% | 1% | 1% | 2% | 5% | 18% | 11% | 5% | 1% | 2% | 0% | 0% | 0% | 45% |
| | Peak Hour | 0:00 | 2:45 | 8:30 | 11:00 | 9:30 | 11:30 | 11:45 | 7:30 | 6:15 | 6:45 | 0:00 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 0 | 1 | 1 | 3 | 4 | 13 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 25 |
| 12:00 - 24:00 | | 0 | 1 | 1 | 6 | 15 | 24 | 36 | 9 | 4 | 1 | 0 | 0 | 0 | 97 |
| | % | 0% | 1% | 1% | 3% | 8% | 14% | 20% | 5% | 2% | 1% | 0% | 0% | 0% | 55% |
| | Peak Hour | 12:00 | 14:00 | 13:00 | 12:15 | 12:00 | 12:00 | 12:45 | 16:30 | 12:45 | 12:15 | 12:00 | 12:00 | 12:00 | 12:15 |
| | Peak Volume | 0 | 1 | 1 | 2 | 5 | 10 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 24 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 4 | 2 | 2 | 0 | 0 | 0 | 22 |
| | % | 0% | 0% | 0% | 1% | 1% | 3% | 3% | 2% | 1% | 1% | 0% | 0% | 0% | 12% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:45 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 1 | 1 | 5 | 6 | 4 | 1 | 2 | 0 | 0 | 0 | 16 |
| 16:00 - 18:00 | | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| | % | 0% | 0% | 0% | 1% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |

WESTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 0 | 0 | 6 | 17 | 21 | 23 | 5 | 1 | 1 | 0 | 0 | 0 | 75 |
| | % | 1% | 0% | 0% | 3% | 10% | 12% | 13% | 3% | 1% | 1% | 0% | 0% | 0% | 42% |
| | Peak Hour | 2:45 | 0:00 | 0:00 | 11:15 | 9:00 | 11:30 | 10:00 | 11:15 | 11:00 | 9:30 | 0:00 | 0:00 | 0:00 | 11:15 |
| | Peak Volume | 1 | 0 | 0 | 3 | 5 | 10 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 23 |
| 12:00 - 24:00 | | 0 | 1 | 1 | 7 | 11 | 46 | 35 | 10 | 5 | 4 | 0 | 0 | 0 | 120 |
| | % | 0% | 1% | 1% | 4% | 6% | 26% | 20% | 6% | 3% | 2% | 0% | 0% | 0% | 68% |
| | Peak Hour | 12:00 | 14:00 | 16:45 | 12:00 | 16:00 | 17:15 | 12:30 | 12:45 | 12:15 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 1 | 1 | 1 | 3 | 9 | 10 | 4 | 2 | 2 | 0 | 0 | 0 | 23 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 1 | 5 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| | % | 0% | 0% | 0% | 1% | 3% | 2% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 11% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 1 | 3 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 - 18:00 | | 0 | 0 | 1 | 1 | 5 | 10 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 28 |
| | % | 0% | 0% | 1% | 1% | 3% | 6% | 3% | 1% | 1% | 1% | 0% | 0% | 0% | 16% |
| | Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 17:00 | 16:15 | 17:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 0 | 1 | 1 | 3 | 8 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 20 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 1 | 1 | 10 | 25 | 53 | 43 | 14 | 3 | 4 | 0 | 0 | 0 | 155 |
| | % | 1% | 1% | 1% | 6% | 14% | 30% | 24% | 8% | 2% | 2% | 0% | 0% | 0% | 88% |
| | Peak Hour | 2:45 | 2:45 | 8:30 | 11:15 | 9:30 | 11:30 | 11:45 | 7:30 | 6:15 | 6:45 | 0:00 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 1 | 1 | 1 | 6 | 9 | 23 | 14 | 5 | 1 | 2 | 0 | 0 | 0 | 46 |
| 12:00 - 24:00 | | 0 | 2 | 2 | 13 | 26 | 70 | 71 | 19 | 9 | 5 | 0 | 0 | 0 | 217 |
| | % | 0% | 1% | 1% | 7% | 15% | 40% | 40% | 11% | 5% | 3% | 0% | 0% | 0% | 123% |
| | Peak Hour | 12:00 | 14:00 | 13:00 | 12:45 | 12:00 | 12:00 | 12:30 | 12:45 | 12:45 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 2 | 1 | 3 | 7 | 18 | 16 | 6 | 3 | 2 | 0 | 0 | 0 | 45 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 2 | 6 | 10 | 14 | 6 | 2 | 2 | 0 | 0 | 0 | 42 |
| | % | 0% | 0% | 0% | 1% | 3% | 6% | 8% | 3% | 1% | 1% | 0% | 0% | 0% | 24% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 2 | 3 | 7 | 12 | 5 | 1 | 2 | 0 | 0 | 0 | 29 |
| 16:00 - 18:00 | | 0 | 0 | 1 | 2 | 8 | 13 | 10 | 6 | 1 | 2 | 0 | 0 | 0 | 43 |
| | % | 0% | 0% | 1% | 1% | 5% | 7% | 6% | 3% | 1% | 1% | 0% | 0% | 0% | 24% |
| | Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:30 | 17:00 | 16:45 | 16:30 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 0 | 1 | 2 | 5 | 10 | 8 | 5 | 1 | 2 | 0 | 0 | 0 | 27 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 33 | 40 | 39 | 45 | 51 | 177 |
| WESTBOUND | 32 | 39 | 39 | 45 | 51 | 195 |
| TOTALS | 33 | 39 | 39 | 45 | 51 | 372 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 2 | 2 | 10 | 23 | 56 | 56 | 18 | 6 | 4 | 0 | 0 | 0 | 177 |
| % of Totals | 0% | 1% | 1% | 6% | 13% | 32% | 32% | 10% | 3% | 2% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 1 | 1 | 13 | 28 | 67 | 58 | 15 | 6 | 5 | 0 | 0 | 0 | 195 |
| % of Totals | 1% | 1% | 1% | 7% | 14% | 34% | 30% | 8% | 3% | 3% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 10 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 2 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 3 | 3 | 23 | 51 | 123 | 114 | 33 | 12 | 9 | 0 | 0 | 0 | 372 |
| % of Totals | 0% | 1% | 1% | 6% | 14% | 33% | 31% | 9% | 3% | 2% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 177 | 195 | 372 |

DAILY TOTALS

### 15-Minutes Interval

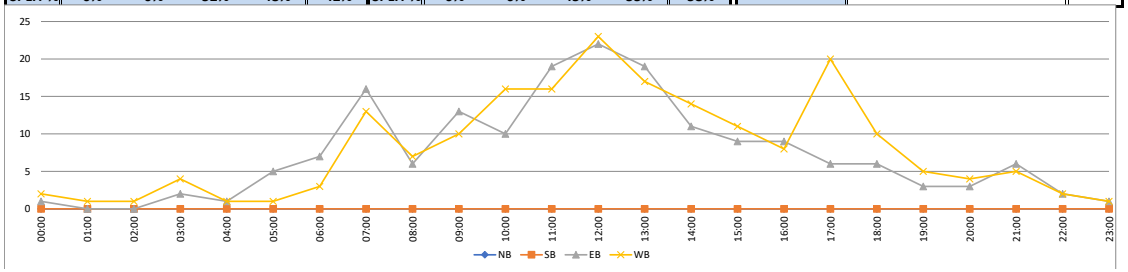
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 2 | 10 | 12 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 8 | 3 | 11 |
| 0:30 | | | 0 | 2 | 2 | 12:30 | | | 5 | 5 | 10 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 7 | 5 | 12 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 4 | 5 | 9 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 5 | 7 | 12 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 7 | 4 | 11 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 1 | 4 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 1 | 3 | 4 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 4 | 3 | 7 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 2 | 1 | 3 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 4 | 7 | 11 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 1 | 1 | 2 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 4 | 8 |
| 3:30 | | | 2 | 3 | 5 | 15:30 | | | 2 | 3 | 5 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 2 | 3 | 5 |
| 4:00 | | | 1 | 0 | 1 | 16:00 | | | 2 | 1 | 3 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 1 | 1 | 2 |
| 4:30 | | | 0 | 1 | 1 | 16:30 | | | 3 | 3 | 6 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 3 | 3 | 6 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 3 | 8 | 11 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 1 | 2 | 3 |
| 5:30 | | | 2 | 1 | 3 | 17:30 | | | 1 | 6 | 7 |
| 5:45 | | | 3 | 0 | 3 | 17:45 | | | 1 | 4 | 5 |
| 6:00 | | | 3 | 0 | 3 | 18:00 | | | 2 | 5 | 7 |
| 6:15 | | | 1 | 1 | 2 | 18:15 | | | 1 | 2 | 3 |
| 6:30 | | | 3 | 1 | 4 | 18:30 | | | 2 | 2 | 4 |
| 6:45 | | | 0 | 1 | 1 | 18:45 | | | 1 | 1 | 2 |
| 7:00 | | | 6 | 2 | 8 | 19:00 | | | 1 | 2 | 3 |
| 7:15 | | | 3 | 3 | 6 | 19:15 | | | 0 | 2 | 2 |
| 7:30 | | | 5 | 5 | 10 | 19:30 | | | 1 | 0 | 1 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 1 | 1 | 2 |
| 8:00 | | | 2 | 0 | 2 | 20:00 | | | 1 | 2 | 3 |
| 8:15 | | | 3 | 3 | 6 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 1 | 2 | 3 | 20:30 | | | 2 | 0 | 2 |
| 8:45 | | | 0 | 2 | 2 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 1 | 2 | 3 | 21:00 | | | 2 | 0 | 2 |
| 9:15 | | | 3 | 3 | 6 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 0 | 3 | 3 | 21:30 | | | 3 | 1 | 4 |
| 9:45 | | | 9 | 2 | 11 | 21:45 | | | 1 | 3 | 4 |
| 10:00 | | | 1 | 1 | 2 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 6 | 4 | 10 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 3 | 6 | 9 | 22:30 | | | 2 | 2 | 4 |
| 10:45 | | | 0 | 5 | 5 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 2 | 3 | 5 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 2 | 5 | 7 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 7 | 4 | 11 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 8 | 4 | 12 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 80 | 75 | 155 | TOTALS | 0 | 0 | 97 | 120 | 217 |
| SPLIT % | 0% | 0% | 52% | 48% | 42% | SPLIT % | 0% | 0% | 45% | 55% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 2 | 3 |
| 01:00 | 02:00 | | | 0 | 1 | 1 |
| 02:00 | 03:00 | | | 0 | 1 | 1 |
| 03:00 | 04:00 | | | 2 | 4 | 6 |
| 04:00 | 05:00 | | | 1 | 1 | 2 |
| 05:00 | 06:00 | | | 5 | 1 | 6 |
| 06:00 | 07:00 | | | 7 | 3 | 10 |
| 07:00 | 08:00 | | | 16 | 13 | 29 |
| 08:00 | 09:00 | | | 6 | 7 | 13 |
| 09:00 | 10:00 | | | 13 | 10 | 23 |
| 10:00 | 11:00 | | | 10 | 16 | 26 |
| 11:00 | 12:00 | | | 19 | 16 | 35 |
| 12:00 | 13:00 | | | 22 | 23 | 45 |
| 13:00 | 14:00 | | | 19 | 17 | 36 |
| 14:00 | 15:00 | | | 11 | 14 | 25 |
| 15:00 | 16:00 | | | 9 | 11 | 20 |
| 16:00 | 17:00 | | | 9 | 8 | 17 |
| 17:00 | 18:00 | | | 6 | 20 | 26 |
| 18:00 | 19:00 | | | 6 | 10 | 16 |
| 19:00 | 20:00 | | | 3 | 5 | 8 |
| 20:00 | 21:00 | | | 3 | 4 | 7 |
| 21:00 | 22:00 | | | 6 | 5 | 11 |
| 22:00 | 23:00 | | | 2 | 2 | 4 |
| 23:00 | 00:00 | | | 1 | 1 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 80 | 75 | 155 |
| Peak Hour | | | 9:45 | 10:30 | 11:00 |
| Peak Volume | | | 19 | 19 | 35 |
| Peak Hour Factor | | | 0.528 | 0.792 | 0.729 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 97 | 120 | 217 |
| Peak Hour | | | 12:15 | 12:00 | 12:00 |
| Peak Volume | | | 24 | 23 | 45 |
| Peak Hour Factor | | | 0.750 | 0.575 | 0.938 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 22 | 20 | 42 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 16 | 13 | 29 |
| Peak Hour Factor | | | 0.667 | 0.650 | 0.725 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 15 | 28 | 43 |
| Peak Hour | | | 16:15 | 17:00 | 16:45 |
| Peak Volume | | | 10 | 20 | 27 |
| Peak Hour Factor | | | 0.833 | 0.625 | 0.614 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 1 | 1 | 2 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 0 | 1 | 4 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 1 | 1 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 1 | 1 | 4 | 24 | 42 | 41 | 20 | 10 | 4 | 0 | 0 | 0 | 148 |
| % of Totals | 1% | 1% | 1% | 3% | 16% | 28% | 28% | 14% | 7% | 3% | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 2 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 1 | 0 | 1 | 2 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 0 | 0 | 2 | 1 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 2 | 0 | 2 | 3 | 6 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 1 | 0 | 5 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 0 | 1 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 3 | 2 | 12 | 29 | 61 | 53 | 19 | 9 | 0 | 0 | 0 | 0 | 188 |
| % of Totals | | 2% | 1% | 6% | 15% | 32% | 28% | 10% | 5% | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 0 | 0 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 0 | 2 | 4 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 0 | 0 | 6 | 4 | 9 | 2 | 4 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 1 | 0 | 1 | 6 | 7 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 0 | 0 | 2 | 1 | 13 | 9 | 4 | 1 | 2 | 0 | 0 | 0 | 32 |
| 14:00 | 0 | 2 | 1 | 3 | 4 | 7 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 23 |
| 17:00 | 0 | 0 | 0 | 2 | 6 | 5 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 1 | 1 | 1 | 0 | 6 | 6 | 10 | 3 | 1 | 2 | 0 | 0 | 0 | 31 |
| 19:00 | 0 | 0 | 1 | 0 | 3 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 4 | 3 | 16 | 53 | 103 | 94 | 39 | 19 | 4 | 0 | 0 | 0 | 336 |
| % of Totals | 0% | 1% | 1% | 5% | 16% | 31% | 28% | 12% | 6% | 1% | | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 1 | 11 | 16 | 11 | 3 | 5 | 0 | 0 | 0 | 0 | 47 |
| % | 0% | 0% | 0% | 1% | 7% | 11% | 7% | 2% | 3% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 6:00 | 7:15 | 10:00 | 11:15 | 6:45 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 0 | 1 | 4 | 6 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 14 |
| 12:00 - 24:00 | 1 | 1 | 1 | 3 | 13 | 26 | 30 | 17 | 5 | 4 | 0 | 0 | 0 | 101 |
| % | 1% | 1% | 1% | 2% | 9% | 18% | 20% | 11% | 3% | 3% | 0% | 0% | 0% | 68% |
| Peak Hour | 17:45 | 17:45 | 13:45 | 14:15 | 12:00 | 13:00 | 12:45 | 14:15 | 12:30 | 12:30 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 1 | 1 | 1 | 2 | 4 | 7 | 8 | 4 | 2 | 2 | 0 | 0 | 0 | 20 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| % | 0% | 0% | 0% | 0% | 3% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 4 | 5 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 21 |
| % | 0% | 0% | 0% | 1% | 3% | 3% | 3% | 3% | 1% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 0 | 0 | 1 | 4 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 13 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 6 | 12 | 22 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 55 |
| % | 0% | 0% | 0% | 4% | 8% | 15% | 7% | 1% | 1% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 8:30 | 10:30 | 10:00 | 11:30 | 11:30 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 0 | 3 | 6 | 8 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 19 |
| 12:00 - 24:00 | 0 | 3 | 2 | 6 | 17 | 39 | 42 | 17 | 7 | 0 | 0 | 0 | 0 | 133 |
| % | 0% | 2% | 1% | 4% | 11% | 26% | 28% | 11% | 5% | 0% | 0% | 0% | 0% | 90% |
| Peak Hour | 12:00 | 13:30 | 18:15 | 13:45 | 18:00 | 12:45 | 14:15 | 12:15 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 0 | 2 | 2 | 3 | 5 | 8 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 24 |
| 07:00 - 09:00 | 0 | 0 | 0 | 1 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| % | 0% | 0% | 0% | 1% | 3% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 2 | 6 | 11 | 6 | 4 | 0 | 0 | 0 | 0 | 30 |
| % | 0% | 0% | 0% | 1% | 1% | 4% | 7% | 4% | 3% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:30 | 16:30 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 20 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 7 | 23 | 38 | 22 | 5 | 7 | 0 | 0 | 0 | 0 | 102 |
| % | 0% | 0% | 0% | 5% | 16% | 26% | 15% | 3% | 5% | 0% | 0% | 0% | 0% | 69% |
| Peak Hour | 0:00 | 0:00 | 0:00 | 8:30 | 10:30 | 10:00 | 11:30 | 11:45 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 0 | 0 | 3 | 8 | 14 | 14 | 5 | 4 | 0 | 0 | 0 | 0 | 33 |
| 12:00 - 24:00 | 1 | 4 | 3 | 9 | 30 | 65 | 72 | 34 | 12 | 4 | 0 | 0 | 0 | 234 |
| % | 1% | 3% | 2% | 6% | 20% | 44% | 49% | 23% | 8% | 3% | 0% | 0% | 0% | 158% |
| Peak Hour | 17:45 | 13:30 | 18:15 | 14:15 | 18:15 | 12:45 | 14:15 | 15:30 | 16:15 | 12:30 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 1 | 2 | 2 | 4 | 7 | 14 | 10 | 7 | 5 | 2 | 0 | 0 | 0 | 36 |
| 07:00 - 09:00 | 0 | 0 | 0 | 1 | 8 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| % | 0% | 0% | 0% | 1% | 5% | 7% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:15 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 0 | 1 | 7 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 - 18:00 | 0 | 0 | 0 | 2 | 6 | 11 | 15 | 11 | 6 | 0 | 0 | 0 | 0 | 51 |
| % | 0% | 0% | 0% | 1% | 4% | 7% | 10% | 7% | 4% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:45 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 0 | 0 | 2 | 6 | 6 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 31 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 33 | 40 | 40 | 48 | 53 | 148 |
| WESTBOUND | 32 | 39 | 39 | 45 | 50 | 188 |
| TOTALS | 32 | 39 | 39 | 46 | 52 | 336 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:30 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 1 | 1 | 4 | 24 | 42 | 41 | 20 | 10 | 4 | 0 | 0 | 0 | 148 |
| % of Totals | 1% | 1% | 1% | 3% | 16% | 28% | 28% | 14% | 7% | 3% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 3 | 2 | 12 | 29 | 61 | 53 | 19 | 9 | 0 | 0 | 0 | 0 | 188 |
| % of Totals | 0% | 2% | 1% | 6% | 15% | 32% | 28% | 10% | 5% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 1 | 0 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 1 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 4 | 3 | 16 | 53 | 103 | 94 | 39 | 19 | 4 | 0 | 0 | 0 | 336 |
| % of Totals | 0% | 1% | 1% | 5% | 16% | 31% | 28% | 12% | 6% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 148 | 188 | 336 |

DAILY TOTALS

### 15-Minutes Interval

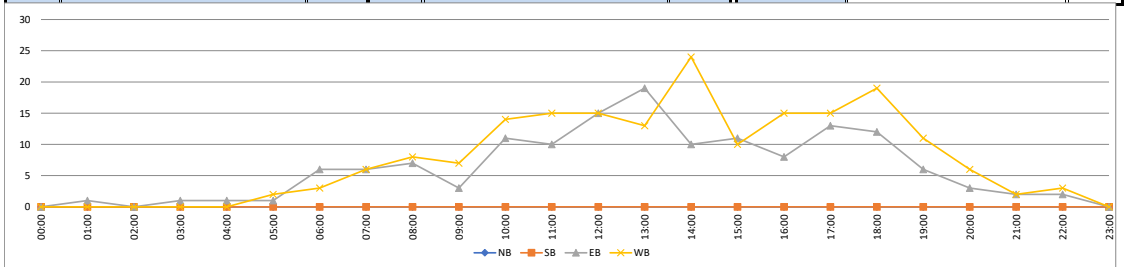
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 4 | 4 | 8 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 2 | 4 | 6 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 5 | 2 | 7 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 4 | 5 | 9 |
| 1:00 | | | 1 | 0 | 1 | 13:00 | | | 6 | 6 | 12 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 5 | 3 | 8 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 5 | 1 | 6 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 3 | 6 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 7 | 7 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 1 | 6 | 7 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 6 | 6 | 12 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 3 | 5 | 8 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 3 | 5 | 8 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 1 | 1 | 2 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 5 | 2 | 7 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 2 | 2 | 4 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 5 | 4 | 9 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 2 | 3 | 5 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 1 | 2 | 3 |
| 4:45 | | | 1 | 0 | 1 | 16:45 | | | 0 | 6 | 6 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 3 | 8 | 11 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 4 | 4 | 8 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 5 | 1 | 6 |
| 5:45 | | | 1 | 0 | 1 | 17:45 | | | 1 | 2 | 3 |
| 6:00 | | | 2 | 2 | 4 | 18:00 | | | 4 | 3 | 7 |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 1 | 7 | 8 |
| 6:30 | | | 2 | 1 | 3 | 18:30 | | | 3 | 3 | 6 |
| 6:45 | | | 2 | 0 | 2 | 18:45 | | | 4 | 6 | 10 |
| 7:00 | | | 0 | 0 | 0 | 19:00 | | | 4 | 1 | 5 |
| 7:15 | | | 3 | 3 | 6 | 19:15 | | | 1 | 7 | 8 |
| 7:30 | | | 1 | 0 | 1 | 19:30 | | | 0 | 1 | 1 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 4 | 2 | 6 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 0 | 1 | 1 | 20:15 | | | 2 | 3 | 5 |
| 8:30 | | | 0 | 2 | 2 | 20:30 | | | 1 | 0 | 1 |
| 8:45 | | | 3 | 3 | 6 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 0 | 1 | 1 | 21:00 | | | 0 | 1 | 1 |
| 9:15 | | | 0 | 5 | 5 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 0 | 0 | 0 | 21:30 | | | 0 | 1 | 1 |
| 9:45 | | | 3 | 1 | 4 | 21:45 | | | 1 | 0 | 1 |
| 10:00 | | | 1 | 6 | 7 | 22:00 | | | 0 | 2 | 2 |
| 10:15 | | | 3 | 2 | 5 | 22:15 | | | 2 | 0 | 2 |
| 10:30 | | | 5 | 2 | 7 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 2 | 4 | 6 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 0 | 0 | 0 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 3 | 4 | 7 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 5 | 3 | 8 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 2 | 8 | 10 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 47 | 55 | 102 | TOTALS | 0 | 0 | 101 | 133 | 234 |
| SPLIT % | 0% | 0% | 46% | 54% | 30% | SPLIT % | 0% | 0% | 43% | 57% | 70% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 1 | 0 | 1 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 1 | 0 | 1 |
| 04:00 | 05:00 | | | 1 | 0 | 1 |
| 05:00 | 06:00 | | | 1 | 2 | 3 |
| 06:00 | 07:00 | | | 6 | 3 | 9 |
| 07:00 | 08:00 | | | 6 | 6 | 12 |
| 08:00 | 09:00 | | | 7 | 8 | 15 |
| 09:00 | 10:00 | | | 3 | 7 | 10 |
| 10:00 | 11:00 | | | 11 | 14 | 25 |
| 11:00 | 12:00 | | | 10 | 15 | 25 |
| 12:00 | 13:00 | | | 15 | 15 | 30 |
| 13:00 | 14:00 | | | 19 | 13 | 32 |
| 14:00 | 15:00 | | | 10 | 24 | 34 |
| 15:00 | 16:00 | | | 11 | 10 | 21 |
| 16:00 | 17:00 | | | 8 | 15 | 23 |
| 17:00 | 18:00 | | | 13 | 15 | 28 |
| 18:00 | 19:00 | | | 12 | 19 | 31 |
| 19:00 | 20:00 | | | 6 | 11 | 17 |
| 20:00 | 21:00 | | | 3 | 6 | 9 |
| 21:00 | 22:00 | | | 2 | 2 | 4 |
| 22:00 | 23:00 | | | 2 | 3 | 5 |
| 23:00 | 00:00 | | | 0 | 0 | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 47 | 55 | 102 |
| Peak Hour | | | 9:45 | 11:00 | 10:00 |
| Peak Volume | | | 12 | 15 | 25 |
| Peak Hour Factor | | | 0.600 | 0.469 | 0.893 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 101 | 133 | 234 |
| Peak Hour | | | 12:30 | 14:00 | 12:30 |
| Peak Volume | | | 20 | 24 | 36 |
| Peak Hour Factor | | | 0.833 | 0.857 | 0.750 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 13 | 14 | 27 |
| Peak Hour | | | 7:15 | 7:15 | 7:15 |
| Peak Volume | | | 10 | 8 | 18 |
| Peak Hour Factor | | | 0.625 | 0.667 | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 21 | 30 | 51 |
| Peak Hour | | | 17:00 | 16:30 | 16:45 |
| Peak Volume | | | 13 | 20 | 31 |
| Peak Hour Factor | | | 0.650 | 0.625 | 0.705 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_005

## HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 10 | 15 | 11 | 3 | 1 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 0 | 0 | 0 | 8 | 9 | 28 | 12 | 5 | 1 | 0 | 0 | 0 | 63 |
| 8:00 | 0 | 0 | 0 | 2 | 7 | 12 | 18 | 7 | 4 | 0 | 0 | 0 | 0 | 50 |
| 9:00 | 1 | 0 | 0 | 0 | 2 | 5 | 9 | 7 | 4 | 1 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 5 | 9 | 3 | 1 | 0 | 1 | 0 | 0 | 23 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 0 | 0 | 1 | 4 | 11 | 13 | 6 | 3 | 1 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 0 | 0 | 0 | 8 | 15 | 20 | 14 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 11 | 7 | 9 | 2 | 0 | 1 | 0 | 0 | 33 |
| 15:00 | 0 | 0 | 0 | 2 | 2 | 7 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 6 | 11 | 1 | 2 | 0 | 2 | 0 | 0 | 24 |
| 17:00 | 0 | 0 | 0 | 0 | 4 | 7 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 0 | 0 | 1 | 3 | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 1 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 0 | 0 | 10 | 58 | 112 | 167 | 102 | 32 | 5 | 5 | 0 | 0 | 492 |
| % of Totals | 0% | | | 2% | 12% | 23% | 34% | 21% | 7% | 1% | 1% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 3 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 4 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 8:00 | 0 | 0 | 0 | 1 | 6 | 9 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 34 |
| 9:00 | 0 | 1 | 0 | 0 | 6 | 7 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 0 | 0 | 2 | 2 | 4 | 10 | 2 | 2 | 1 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:00 | 0 | 0 | 0 | 0 | 9 | 23 | 26 | 9 | 2 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 22 | 16 | 4 | 1 | 1 | 0 | 0 | 0 | 49 |
| 14:00 | 0 | 0 | 0 | 0 | 7 | 15 | 11 | 7 | 2 | 1 | 0 | 0 | 0 | 43 |
| 15:00 | 0 | 0 | 1 | 0 | 4 | 14 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 43 |
| 16:00 | 0 | 1 | 0 | 0 | 9 | 30 | 48 | 16 | 5 | 2 | 0 | 0 | 0 | 111 |
| 17:00 | 0 | 0 | 0 | 1 | 9 | 32 | 24 | 26 | 5 | 0 | 0 | 0 | 0 | 97 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 18 | 15 | 6 | 1 | 1 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 0 | 0 | 0 | 5 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 0 | 2 | 1 | 6 | 75 | 202 | 239 | 111 | 25 | 6 | 0 | 0 | 0 | 667 |
| % of Totals | | 0% | 0% | 1% | 11% | 30% | 36% | 17% | 4% | 1% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 2 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 13 | 26 | 16 | 3 | 1 | 0 | 0 | 0 | 64 |
| 7:00 | 0 | 0 | 0 | 1 | 8 | 13 | 40 | 15 | 6 | 1 | 0 | 0 | 0 | 84 |
| 8:00 | 0 | 0 | 0 | 3 | 13 | 21 | 30 | 12 | 5 | 0 | 0 | 0 | 0 | 84 |
| 9:00 | 1 | 1 | 0 | 0 | 8 | 12 | 13 | 11 | 7 | 1 | 0 | 0 | 0 | 54 |
| 10:00 | 0 | 0 | 0 | 3 | 5 | 9 | 19 | 5 | 3 | 1 | 1 | 0 | 0 | 46 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 13 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 0 | 0 | 1 | 13 | 34 | 39 | 15 | 5 | 1 | 0 | 0 | 0 | 108 |
| 13:00 | 0 | 0 | 0 | 1 | 12 | 37 | 36 | 18 | 1 | 1 | 0 | 0 | 0 | 106 |
| 14:00 | 0 | 0 | 0 | 0 | 10 | 26 | 18 | 16 | 4 | 1 | 1 | 0 | 0 | 76 |
| 15:00 | 0 | 0 | 1 | 2 | 6 | 21 | 21 | 15 | 3 | 1 | 0 | 0 | 0 | 70 |
| 16:00 | 0 | 1 | 0 | 1 | 10 | 36 | 59 | 17 | 7 | 2 | 2 | 0 | 0 | 135 |
| 17:00 | 0 | 0 | 0 | 1 | 13 | 39 | 32 | 31 | 7 | 0 | 0 | 0 | 0 | 123 |
| 18:00 | 0 | 0 | 0 | 1 | 6 | 19 | 20 | 8 | 1 | 1 | 1 | 0 | 0 | 57 |
| 19:00 | 0 | 0 | 0 | 1 | 10 | 8 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 1 | 2 | 1 | 16 | 133 | 314 | 406 | 213 | 57 | 11 | 5 | 0 | 0 | 1,159 |
| % of Totals | 0% | 0% | 0% | 1% | 11% | 27% | 35% | 18% | 5% | 1% | 0% | | | 100% |

## STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 0 | 0 | 3 | 25 | 49 | 90 | 57 | 21 | 3 | 1 | 0 | 0 | 250 |
| % | 0% | 0% | 0% | 1% | 5% | 10% | 18% | 12% | 4% | 1% | 0% | 0% | 0% | 51% |
| Peak Hour | 9:00 | 0:00 | 0:00 | 7:15 | 7:15 | 7:15 | 6:45 | 5:45 | 7:45 | 5:15 | 9:45 | 0:00 | 0:00 | 7:15 |
| Peak Volume | 1 | 0 | 0 | 2 | 10 | 14 | 28 | 13 | 6 | 1 | 1 | 0 | 0 | 65 |
| 12:00 - 24:00 | 0 | 0 | 0 | 7 | 33 | 63 | 77 | 45 | 11 | 2 | 4 | 0 | 0 | 242 |
| % | 0% | 0% | 0% | 1% | 7% | 13% | 16% | 9% | 2% | 0% | 1% | 0% | 0% | 49% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 15:30 | 13:00 | 13:15 | 12:30 | 12:30 | 14:30 | 12:00 | 15:15 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 8 | 16 | 20 | 14 | 4 | 1 | 2 | 0 | 0 | 57 |
| 07:00 - 09:00 | 0 | 0 | 0 | 2 | 15 | 21 | 46 | 19 | 9 | 1 | 0 | 0 | 0 | 113 |
| % | 0% | 0% | 0% | 0% | 3% | 4% | 9% | 4% | 2% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:15 | 7:15 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 0 | 2 | 10 | 14 | 28 | 12 | 6 | 1 | 0 | 0 | 0 | 65 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 5 | 13 | 19 | 6 | 4 | 0 | 2 | 0 | 0 | 50 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 0 | 0 | 1 | 4 | 7 | 11 | 5 | 3 | 0 | 2 | 0 | 0 | 26 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 0 | 4 | 21 | 35 | 66 | 29 | 8 | 1 | 0 | 0 | 0 | 165 |
| % | 0% | 0% | 0% | 1% | 4% | 7% | 13% | 6% | 2% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 0:00 | 9:00 | 0:00 | 7:30 | 8:15 | 11:30 | 11:45 | 11:45 | 9:15 | 9:45 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 1 | 0 | 2 | 8 | 22 | 24 | 13 | 4 | 1 | 0 | 0 | 0 | 67 |
| 12:00 - 24:00 | 0 | 1 | 1 | 2 | 54 | 167 | 173 | 82 | 17 | 5 | 0 | 0 | 0 | 502 |
| % | 0% | 0% | 0% | 0% | 11% | 34% | 35% | 17% | 3% | 1% | 0% | 0% | 0% | 102% |
| Peak Hour | 12:00 | 15:30 | 14:30 | 12:45 | 16:30 | 16:30 | 16:00 | 16:45 | 16:30 | 15:45 | 12:00 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 0 | 1 | 1 | 1 | 14 | 46 | 48 | 30 | 7 | 2 | 0 | 0 | 0 | 135 |
| 07:00 - 09:00 | 0 | 0 | 0 | 2 | 6 | 13 | 24 | 8 | 2 | 0 | 0 | 0 | 0 | 55 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:45 | 7:30 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 0 | 0 | 2 | 6 | 10 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 34 |
| 16:00 - 18:00 | 0 | 1 | 0 | 1 | 18 | 62 | 72 | 42 | 10 | 2 | 0 | 0 | 0 | 208 |
| % | 0% | 0% | 0% | 0% | 4% | 13% | 15% | 9% | 2% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:30 | 16:30 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 1 | 0 | 1 | 14 | 46 | 48 | 30 | 7 | 2 | 0 | 0 | 0 | 135 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 0 | 7 | 46 | 84 | 156 | 86 | 29 | 4 | 1 | 0 | 0 | 415 |
| % | 0% | 0% | 0% | 1% | 9% | 17% | 32% | 17% | 6% | 1% | 0% | 0% | 0% | 84% |
| Peak Hour | 9:00 | 9:00 | 0:00 | 7:30 | 7:15 | 11:45 | 7:00 | 11:45 | 8:15 | 5:15 | 9:45 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 0 | 4 | 13 | 34 | 40 | 23 | 7 | 1 | 1 | 0 | 0 | 106 |
| 12:00 - 24:00 | 0 | 1 | 1 | 9 | 87 | 230 | 250 | 127 | 28 | 7 | 4 | 0 | 0 | 744 |
| % | 0% | 0% | 0% | 2% | 18% | 47% | 51% | 26% | 6% | 1% | 1% | 0% | 0% | 151% |
| Peak Hour | 12:00 | 15:30 | 14:30 | 15:30 | 16:45 | 16:45 | 16:00 | 16:45 | 16:30 | 12:15 | 15:15 | 12:00 | 12:00 | 16:45 |
| Peak Volume | 0 | 1 | 1 | 3 | 17 | 51 | 59 | 35 | 10 | 2 | 2 | 0 | 0 | 158 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 21 | 34 | 70 | 27 | 11 | 1 | 0 | 0 | 0 | 168 |
| % | 0% | 0% | 0% | 1% | 4% | 7% | 14% | 5% | 2% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 0 | 0 | 4 | 13 | 24 | 40 | 15 | 6 | 1 | 0 | 0 | 0 | 97 |
| 16:00 - 18:00 | 0 | 1 | 0 | 2 | 23 | 75 | 91 | 48 | 14 | 2 | 2 | 0 | 0 | 258 |
| % | 0% | 0% | 0% | 0% | 5% | 15% | 18% | 10% | 3% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:45 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 1 | 0 | 1 | 17 | 51 | 59 | 35 | 10 | 2 | 2 | 0 | 0 | 158 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 35 | 42 | 42 | 48 | 53 | 492 |
| WESTBOUND | 35 | 41 | 41 | 47 | 50 | 667 |
| TOTALS | 35 | 41 | 41 | 48 | 51 | 1159 |

## 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 16 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 0 | 0 | 0 | 5 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 4 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 0 | 0 | 2 | 3 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 14 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 15 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 0 | 0 | 10 | 58 | 112 | 167 | 102 | 32 | 5 | 5 | 0 | 0 | 492 |
| % of Totals | 0% | 0% | 0% | 2% | 12% | 23% | 34% | 21% | 7% | 1% | 1% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 3 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:15 | 0 | 0 | 1 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 1 | 0 | 0 | 3 | 3 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 6 | 5 | 1 | 0 | 0 | 0 | 26 |
| 16:45 | 0 | 0 | 0 | 0 | 5 | 19 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 9 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 0 | 0 | 0 | 5 | 13 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 30 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 4 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 28 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 2 | 1 | 6 | 75 | 202 | 239 | 111 | 25 | 6 | 0 | 0 | 0 | 667 |
| % of Totals | 0% | 0% | 0% | 1% | 11% | 30% | 36% | 17% | 4% | 1% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 16 |
| 6:15 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 21 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 3 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 0 | 0 | 2 | 6 | 14 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:15 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 8:30 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 5 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 23 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 1 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 0 | 1 | 1 | 4 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 17 |
| 10:45 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 12 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 0 | 0 | 0 | 4 | 9 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 28 |
| 12:30 | 0 | 0 | 0 | 1 | 3 | 9 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 4 | 12 | 2 | 2 | 1 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 0 | 0 | 0 | 4 | 14 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 34 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:30 | 0 | 0 | 0 | 1 | 3 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:45 | 0 | 0 | 0 | 0 | 5 | 7 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 10 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 23 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 22 |
| 15:15 | 0 | 0 | 1 | 0 | 1 | 5 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 0 | 0 | 2 | 3 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 2 | 0 | 0 | 2 | 0 | 0 | 25 |
| 16:15 | 0 | 1 | 0 | 1 | 3 | 4 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 6 | 14 | 6 | 6 | 1 | 0 | 0 | 0 | 35 |
| 16:45 | 0 | 0 | 0 | 0 | 5 | 20 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 51 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 10 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:15 | 0 | 0 | 0 | 0 | 6 | 14 | 9 | 5 | 4 | 0 | 0 | 0 | 0 | 38 |
| 17:30 | 0 | 0 | 0 | 1 | 3 | 7 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 36 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 2 | 1 | 16 | 133 | 314 | 406 | 213 | 57 | 11 | 5 | 0 | 0 | 1,159 |
| % of Totals | 0% | 0% | 0% | 1% | 11% | 27% | 35% | 18% | 5% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 492 | 667 | 1,159 |

DAILY TOTALS

### 15-Minutes Interval

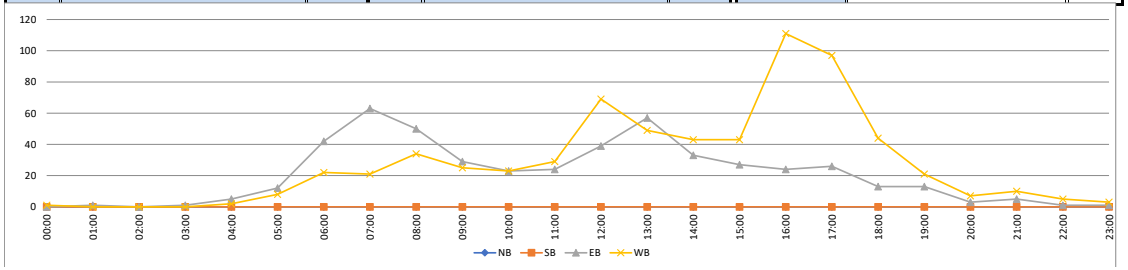
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 9 | 17 | 26 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 8 | 20 | 28 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 12 | 18 | 30 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 10 | 14 | 24 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 17 | 17 | 34 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 16 | 11 | 27 |
| 1:30 | | | 1 | 0 | 1 | 13:30 | | | 10 | 10 | 20 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 14 | 11 | 25 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 15 | 8 | 23 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 2 | 10 | 12 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 8 | 13 | 21 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 8 | 12 | 20 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 7 | 15 | 22 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 5 | 12 | 17 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 9 | 7 | 16 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 6 | 9 | 15 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 10 | 15 | 25 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 3 | 21 | 24 |
| 4:30 | | | 1 | 1 | 2 | 16:30 | | | 9 | 26 | 35 |
| 4:45 | | | 4 | 0 | 4 | 16:45 | | | 2 | 49 | 51 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 5 | 28 | 33 |
| 5:15 | | | 2 | 3 | 5 | 17:15 | | | 8 | 30 | 38 |
| 5:30 | | | 5 | 2 | 7 | 17:30 | | | 8 | 28 | 36 |
| 5:45 | | | 5 | 3 | 8 | 17:45 | | | 5 | 11 | 16 |
| 6:00 | | | 11 | 5 | 16 | 18:00 | | | 3 | 13 | 16 |
| 6:15 | | | 9 | 5 | 14 | 18:15 | | | 2 | 10 | 12 |
| 6:30 | | | 11 | 4 | 15 | 18:30 | | | 5 | 11 | 16 |
| 6:45 | | | 11 | 8 | 19 | 18:45 | | | 3 | 10 | 13 |
| 7:00 | | | 16 | 5 | 21 | 19:00 | | | 2 | 6 | 8 |
| 7:15 | | | 12 | 4 | 16 | 19:15 | | | 4 | 8 | 12 |
| 7:30 | | | 16 | 5 | 21 | 19:30 | | | 4 | 6 | 10 |
| 7:45 | | | 19 | 7 | 26 | 19:45 | | | 3 | 1 | 4 |
| 8:00 | | | 18 | 16 | 34 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 10 | 5 | 15 | 20:15 | | | 2 | 3 | 5 |
| 8:30 | | | 11 | 6 | 17 | 20:30 | | | 1 | 1 | 2 |
| 8:45 | | | 11 | 7 | 18 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 14 | 9 | 23 | 21:00 | | | 1 | 3 | 4 |
| 9:15 | | | 3 | 6 | 9 | 21:15 | | | 0 | 2 | 2 |
| 9:30 | | | 5 | 6 | 11 | 21:30 | | | 2 | 5 | 7 |
| 9:45 | | | 7 | 4 | 11 | 21:45 | | | 2 | 0 | 2 |
| 10:00 | | | 6 | 4 | 10 | 22:00 | | | 1 | 1 | 2 |
| 10:15 | | | 6 | 5 | 11 | 22:15 | | | 0 | 3 | 3 |
| 10:30 | | | 6 | 11 | 17 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 5 | 3 | 8 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 4 | 6 | 10 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 5 | 4 | 9 | 23:15 | | | 1 | 3 | 4 |
| 11:30 | | | 5 | 7 | 12 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 10 | 12 | 22 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 250 | 165 | 415 | TOTALS | 0 | 0 | 242 | 502 | 744 |
| SPLIT % | 0% | 0% | 60% | 40% | 36% | SPLIT % | 0% | 0% | 33% | 67% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 1 | 0 | 1 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 1 | 0 | 1 |
| 04:00 | 05:00 | | | 5 | 2 | 7 |
| 05:00 | 06:00 | | | 12 | 8 | 20 |
| 06:00 | 07:00 | | | 42 | 22 | 64 |
| 07:00 | 08:00 | | | 63 | 21 | 84 |
| 08:00 | 09:00 | | | 50 | 34 | 84 |
| 09:00 | 10:00 | | | 29 | 25 | 54 |
| 10:00 | 11:00 | | | 23 | 23 | 46 |
| 11:00 | 12:00 | | | 24 | 29 | 53 |
| 12:00 | 13:00 | | | 39 | 69 | 108 |
| 13:00 | 14:00 | | | 57 | 49 | 106 |
| 14:00 | 15:00 | | | 33 | 43 | 76 |
| 15:00 | 16:00 | | | 27 | 43 | 70 |
| 16:00 | 17:00 | | | 24 | 111 | 135 |
| 17:00 | 18:00 | | | 26 | 97 | 123 |
| 18:00 | 19:00 | | | 13 | 44 | 57 |
| 19:00 | 20:00 | | | 13 | 21 | 34 |
| 20:00 | 21:00 | | | 3 | 7 | 10 |
| 21:00 | 22:00 | | | 5 | 10 | 15 |
| 22:00 | 23:00 | | | 1 | 5 | 6 |
| 23:00 | 00:00 | | | 1 | 3 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 250 | 165 | 415 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 34 | 97 |
| Peak Hour Factor | | | 0.855 | 0.531 | 0.713 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 242 | 502 | 744 |
| Peak Hour | | | 13:00 | 16:45 | 16:45 |
| Peak Volume | | | 57 | 135 | 158 |
| Peak Hour Factor | | | 0.838 | 0.689 | 0.775 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 113 | 55 | 168 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 65 | 34 | 97 |
| Peak Hour Factor | | | 0.855 | 0.531 | 0.713 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 50 | 208 | 258 |
| Peak Hour | | | 17:00 | 16:45 | 16:45 |
| Peak Volume | | | 26 | 135 | 158 |
| Peak Hour Factor | | | 0.813 | 0.689 | 0.775 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 0 | 1 | 0 | 2 | 11 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 0 | 0 | 0 | 7 | 21 | 25 | 19 | 5 | 2 | 0 | 0 | 0 | 79 |
| 8:00 | 0 | 0 | 0 | 0 | 4 | 13 | 21 | 4 | 8 | 0 | 0 | 0 | 0 | 50 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 10 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 7 | 2 | 1 | 0 | 0 | 0 | 35 |
| 12:00 | 0 | 0 | 0 | 2 | 3 | 13 | 21 | 8 | 3 | 3 | 0 | 0 | 0 | 53 |
| 13:00 | 1 | 0 | 0 | 1 | 4 | 18 | 11 | 3 | 3 | 3 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 0 | 0 | 1 | 2 | 10 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 0 | 0 | 0 | 0 | 3 | 12 | 3 | 8 | 1 | 2 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 1 | 0 | 0 | 3 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 2 | 1 | 7 | 42 | 160 | 152 | 100 | 34 | 14 | 0 | 0 | 0 | 513 |
| % of Totals | 0% | 0% | 0% | 1% | 8% | 31% | 30% | 19% | 7% | 3% | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 0 | 0 | 3 | 5 | 14 | 11 | 2 | 4 | 0 | 0 | 0 | 0 | 39 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 8 | 9 | 9 | 0 | 1 | 0 | 0 | 0 | 31 |
| 11:00 | 1 | 0 | 0 | 0 | 4 | 12 | 14 | 9 | 1 | 2 | 0 | 0 | 0 | 43 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 24 | 27 | 8 | 2 | 0 | 0 | 0 | 0 | 65 |
| 13:00 | 0 | 0 | 0 | 3 | 8 | 22 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 0 | 0 | 2 | 2 | 15 | 19 | 10 | 2 | 5 | 0 | 0 | 0 | 55 |
| 15:00 | 1 | 0 | 0 | 0 | 4 | 15 | 13 | 12 | 2 | 2 | 0 | 0 | 0 | 49 |
| 16:00 | 0 | 1 | 0 | 0 | 5 | 23 | 60 | 27 | 5 | 5 | 0 | 0 | 0 | 126 |
| 17:00 | 0 | 1 | 0 | 0 | 10 | 28 | 37 | 24 | 6 | 2 | 0 | 0 | 0 | 108 |
| 18:00 | 0 | 0 | 0 | 4 | 10 | 24 | 16 | 8 | 2 | 1 | 0 | 0 | 0 | 65 |
| 19:00 | 0 | 1 | 1 | 2 | 8 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 4 | 1 | 15 | 73 | 215 | 246 | 135 | 33 | 19 | 0 | 0 | 0 | 743 |
| % of Totals | 0% | 1% | 0% | 2% | 10% | 29% | 33% | 18% | 4% | 3% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 7 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 25 |
| 6:00 | 0 | 0 | 1 | 0 | 4 | 16 | 13 | 11 | 4 | 0 | 0 | 0 | 0 | 49 |
| 7:00 | 0 | 0 | 0 | 0 | 8 | 22 | 34 | 22 | 6 | 2 | 0 | 0 | 0 | 94 |
| 8:00 | 0 | 0 | 0 | 3 | 9 | 27 | 32 | 6 | 12 | 0 | 0 | 0 | 0 | 89 |
| 9:00 | 0 | 0 | 0 | 0 | 7 | 15 | 9 | 14 | 3 | 1 | 0 | 0 | 0 | 49 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 14 | 19 | 14 | 1 | 1 | 0 | 0 | 0 | 53 |
| 11:00 | 1 | 0 | 0 | 0 | 5 | 22 | 28 | 16 | 3 | 3 | 0 | 0 | 0 | 78 |
| 12:00 | 0 | 0 | 0 | 2 | 7 | 37 | 48 | 16 | 5 | 3 | 0 | 0 | 0 | 118 |
| 13:00 | 1 | 0 | 0 | 4 | 12 | 40 | 22 | 8 | 4 | 3 | 0 | 0 | 0 | 94 |
| 14:00 | 0 | 0 | 0 | 2 | 4 | 23 | 27 | 16 | 2 | 6 | 0 | 0 | 0 | 80 |
| 15:00 | 1 | 0 | 0 | 1 | 6 | 25 | 16 | 18 | 3 | 2 | 0 | 0 | 0 | 72 |
| 16:00 | 0 | 1 | 0 | 0 | 8 | 35 | 63 | 35 | 6 | 7 | 0 | 0 | 0 | 155 |
| 17:00 | 0 | 2 | 0 | 0 | 13 | 31 | 42 | 27 | 6 | 2 | 0 | 0 | 0 | 123 |
| 18:00 | 0 | 0 | 0 | 5 | 12 | 30 | 19 | 10 | 2 | 1 | 0 | 0 | 0 | 79 |
| 19:00 | 0 | 2 | 1 | 2 | 9 | 12 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 6 | 2 | 22 | 115 | 375 | 398 | 235 | 67 | 33 | 0 | 0 | 0 | 1,256 |
| % of Totals | 0% | 0% | 0% | 2% | 9% | 30% | 32% | 19% | 5% | 3% | | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 1 | 2 | 21 | 79 | 96 | 60 | 23 | 5 | 0 | 0 | 0 | 287 |
| % | 0% | 0% | 0% | 0% | 4% | 15% | 19% | 12% | 4% | 1% | 0% | 0% | 0% | 56% |
| Peak Hour | 0:00 | 0:00 | 5:30 | 11:15 | 6:45 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 2 | 7 | 21 | 25 | 19 | 9 | 2 | 0 | 0 | 0 | 79 |
| 12:00 - 24:00 | 1 | 2 | 0 | 5 | 21 | 81 | 56 | 40 | 11 | 9 | 0 | 0 | 0 | 226 |
| % | 0% | 0% | 0% | 1% | 4% | 16% | 11% | 8% | 2% | 2% | 0% | 0% | 0% | 44% |
| Peak Hour | 12:15 | 17:00 | 12:00 | 12:00 | 12:45 | 12:30 | 12:00 | 12:00 | 12:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 1 | 1 | 0 | 2 | 5 | 18 | 21 | 8 | 4 | 6 | 0 | 0 | 0 | 56 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 11 | 34 | 46 | 23 | 13 | 2 | 0 | 0 | 0 | 129 |
| % | 0% | 0% | 0% | 0% | 2% | 7% | 9% | 4% | 3% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 7 | 21 | 25 | 19 | 9 | 2 | 0 | 0 | 0 | 79 |
| 16:00 - 18:00 | 0 | 1 | 0 | 0 | 6 | 15 | 8 | 11 | 1 | 2 | 0 | 0 | 0 | 44 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 0 | 0 | 3 | 12 | 7 | 8 | 1 | 2 | 0 | 0 | 0 | 29 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 0 | 4 | 19 | 50 | 53 | 35 | 12 | 3 | 0 | 0 | 0 | 178 |
| % | 0% | 0% | 0% | 1% | 4% | 10% | 10% | 7% | 2% | 1% | 0% | 0% | 0% | 35% |
| Peak Hour | 10:45 | 0:00 | 0:00 | 8:00 | 8:00 | 11:45 | 11:45 | 11:45 | 6:15 | 10:45 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 0 | 3 | 5 | 21 | 25 | 12 | 4 | 2 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 1 | 3 | 1 | 11 | 54 | 165 | 193 | 100 | 21 | 16 | 0 | 0 | 0 | 565 |
| % | 0% | 1% | 0% | 2% | 11% | 32% | 38% | 19% | 4% | 3% | 0% | 0% | 0% | 110% |
| Peak Hour | 15:00 | 15:30 | 18:45 | 18:15 | 17:15 | 16:45 | 16:15 | 16:30 | 17:30 | 14:00 | 12:00 | 12:00 | 12:00 | 16:15 |
| Peak Volume | 1 | 1 | 1 | 5 | 14 | 28 | 66 | 36 | 7 | 5 | 0 | 0 | 0 | 135 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 6 | 15 | 20 | 5 | 5 | 0 | 0 | 0 | 0 | 54 |
| % | 0% | 0% | 0% | 1% | 1% | 3% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 5 | 14 | 11 | 3 | 4 | 0 | 0 | 0 | 0 | 39 |
| 16:00 - 18:00 | 0 | 2 | 0 | 0 | 15 | 51 | 97 | 51 | 11 | 7 | 0 | 0 | 0 | 234 |
| % | 0% | 0% | 0% | 0% | 3% | 10% | 19% | 10% | 2% | 1% | 0% | 0% | 0% | 46% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:45 | 16:15 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 1 | 0 | 0 | 11 | 28 | 66 | 36 | 6 | 5 | 0 | 0 | 0 | 135 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 1 | 6 | 40 | 129 | 149 | 95 | 35 | 8 | 0 | 0 | 0 | 465 |
| % | 0% | 0% | 0% | 1% | 8% | 25% | 29% | 19% | 7% | 2% | 0% | 0% | 0% | 91% |
| Peak Hour | 10:45 | 0:00 | 5:30 | 8:00 | 8:15 | 11:45 | 11:45 | 7:00 | 8:00 | 10:45 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 1 | 3 | 11 | 37 | 49 | 22 | 12 | 3 | 0 | 0 | 0 | 118 |
| 12:00 - 24:00 | 2 | 5 | 1 | 16 | 75 | 246 | 249 | 140 | 32 | 25 | 0 | 0 | 0 | 791 |
| % | 0% | 1% | 0% | 3% | 15% | 48% | 49% | 27% | 6% | 5% | 0% | 0% | 0% | 154% |
| Peak Hour | 12:15 | 17:00 | 18:45 | 18:15 | 17:15 | 12:30 | 16:15 | 16:30 | 17:30 | 16:00 | 12:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 1 | 2 | 1 | 6 | 18 | 43 | 71 | 41 | 7 | 7 | 0 | 0 | 0 | 159 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 17 | 49 | 66 | 28 | 18 | 2 | 0 | 0 | 0 | 183 |
| % | 0% | 0% | 0% | 1% | 3% | 10% | 13% | 5% | 4% | 0% | 0% | 0% | 0% | 36% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 7:45 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 9 | 30 | 34 | 22 | 12 | 2 | 0 | 0 | 0 | 94 |
| 16:00 - 18:00 | 0 | 3 | 0 | 0 | 21 | 66 | 105 | 62 | 12 | 9 | 0 | 0 | 0 | 278 |
| % | 0% | 1% | 0% | 0% | 4% | 13% | 20% | 12% | 2% | 2% | 0% | 0% | 0% | 54% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 16:45 | 16:15 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 2 | 0 | 0 | 14 | 36 | 71 | 41 | 6 | 7 | 0 | 0 | 0 | 159 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 36 | 41 | 42 | 49 | 53 | 513 |
| WESTBOUND | 35 | 41 | 41 | 48 | 52 | 743 |
| TOTALS | 36 | 41 | 41 | 48 | 53 | 1256 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 10 |
| 6:15 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 6 | 3 | 1 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 15 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 0 | 2 | 2 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 5 | 1 | 3 | 0 | 0 | 0 | 18 |
| 13:00 | 1 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 1 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 2 | 1 | 7 | 42 | 160 | 152 | 100 | 34 | 14 | 0 | 0 | 0 | 513 |
| % of Totals | 0% | 0% | 0% | 1% | 8% | 31% | 30% | 19% | 7% | 3% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 2 | 2 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 1 | 0 | 0 | 0 | 2 | 5 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 7 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 4 | 1 | 3 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 0 | 0 | 0 | 4 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 14 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 10 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 5 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 22 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 8 | 31 | 16 | 1 | 5 | 0 | 0 | 0 | 61 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 9 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 0 | 1 | 0 | 0 | 6 | 10 | 16 | 6 | 2 | 1 | 0 | 0 | 0 | 42 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 0 | 0 | 3 | 2 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:45 | 0 | 0 | 0 | 0 | 3 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 4 | 1 | 15 | 73 | 215 | 246 | 135 | 33 | 19 | 0 | 0 | 0 | 743 |
| % of Totals | 0% | 1% | 0% | 2% | 10% | 29% | 33% | 18% | 4% | 3% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 0 | 1 | 0 | 1 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 0 | 0 | 0 | 3 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 8 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 32 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 22 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 6 | 3 | 1 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 10 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 0 | 0 | 2 | 2 | 9 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 19 |
| 8:45 | 0 | 0 | 0 | 1 | 5 | 4 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 1 | 1 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 11:30 | 1 | 0 | 0 | 0 | 3 | 5 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 9 | 12 | 6 | 3 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 0 | 0 | 2 | 3 | 9 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 30 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 12 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 30 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 9 | 11 | 6 | 1 | 3 | 0 | 0 | 0 | 31 |
| 13:00 | 1 | 0 | 0 | 2 | 6 | 8 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 28 |
| 13:15 | 0 | 0 | 0 | 2 | 4 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 9 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 9 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 5 | 1 | 4 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 0 | 0 | 0 | 4 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 8 | 0 | 1 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 16 |
| 15:45 | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 9 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 5 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 15 | 32 | 19 | 1 | 5 | 0 | 0 | 0 | 72 |
| 16:45 | 0 | 0 | 0 | 0 | 3 | 6 | 14 | 6 | 1 | 1 | 0 | 0 | 0 | 31 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 10 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 31 |
| 17:15 | 0 | 0 | 0 | 0 | 4 | 4 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 1 | 0 | 0 | 6 | 11 | 18 | 8 | 2 | 1 | 0 | 0 | 0 | 47 |
| 17:45 | 0 | 1 | 0 | 0 | 2 | 6 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 1 | 6 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 0 | 0 | 3 | 2 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 1 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 1 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 6 | 2 | 22 | 115 | 375 | 398 | 235 | 67 | 33 | 0 | 0 | 0 | 1,256 |
| % of Totals | 0% | 0% | 0% | 2% | 9% | 30% | 32% | 19% | 5% | 3% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 513 | 743 | 1,256 |

DAILY TOTALS

### 15-Minutes Interval

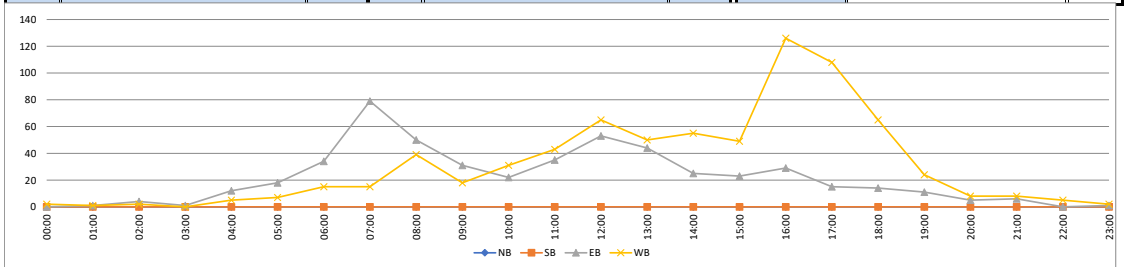
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 14 | 16 | 30 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 13 | 14 | 27 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 8 | 22 | 30 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 18 | 13 | 31 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 15 | 13 | 28 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 12 | 14 | 26 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 11 | 8 | 19 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 6 | 15 | 21 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 6 | 12 | 18 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 12 | 18 |
| 2:30 | | | 2 | 2 | 4 | 14:30 | | | 6 | 20 | 26 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 7 | 11 | 18 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 2 | 17 | 19 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 9 | 14 | 23 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 6 | 10 | 16 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 6 | 8 | 14 |
| 4:00 | | | 1 | 1 | 2 | 16:00 | | | 9 | 19 | 28 |
| 4:15 | | | 0 | 1 | 1 | 16:15 | | | 2 | 22 | 24 |
| 4:30 | | | 2 | 2 | 4 | 16:30 | | | 11 | 61 | 72 |
| 4:45 | | | 9 | 1 | 10 | 16:45 | | | 7 | 24 | 31 |
| 5:00 | | | 2 | 1 | 3 | 17:00 | | | 3 | 28 | 31 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 3 | 22 | 25 |
| 5:30 | | | 2 | 1 | 3 | 17:30 | | | 5 | 42 | 47 |
| 5:45 | | | 11 | 2 | 13 | 17:45 | | | 4 | 16 | 20 |
| 6:00 | | | 10 | 2 | 12 | 18:00 | | | 4 | 15 | 19 |
| 6:15 | | | 11 | 1 | 12 | 18:15 | | | 5 | 18 | 23 |
| 6:30 | | | 8 | 7 | 15 | 18:30 | | | 2 | 17 | 19 |
| 6:45 | | | 5 | 5 | 10 | 18:45 | | | 3 | 15 | 18 |
| 7:00 | | | 26 | 6 | 32 | 19:00 | | | 2 | 8 | 10 |
| 7:15 | | | 16 | 6 | 22 | 19:15 | | | 4 | 8 | 12 |
| 7:30 | | | 12 | 1 | 13 | 19:30 | | | 4 | 4 | 8 |
| 7:45 | | | 25 | 2 | 27 | 19:45 | | | 1 | 4 | 5 |
| 8:00 | | | 15 | 6 | 21 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 6 | 18 | 24 | 20:15 | | | 1 | 2 | 3 |
| 8:30 | | | 12 | 7 | 19 | 20:30 | | | 2 | 1 | 3 |
| 8:45 | | | 17 | 8 | 25 | 20:45 | | | 1 | 2 | 3 |
| 9:00 | | | 8 | 2 | 10 | 21:00 | | | 0 | 2 | 2 |
| 9:15 | | | 5 | 7 | 12 | 21:15 | | | 5 | 1 | 6 |
| 9:30 | | | 10 | 3 | 13 | 21:30 | | | 1 | 3 | 4 |
| 9:45 | | | 8 | 6 | 14 | 21:45 | | | 0 | 2 | 2 |
| 10:00 | | | 7 | 7 | 14 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 3 | 10 | 13 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 6 | 5 | 11 | 22:30 | | | 0 | 3 | 3 |
| 10:45 | | | 6 | 9 | 15 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 8 | 6 | 14 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 6 | 7 | 13 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 4 | 16 | 20 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 17 | 14 | 31 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 287 | 178 | 465 | TOTALS | 0 | 0 | 226 | 565 | 791 |
| SPLIT % | 0% | 0% | 62% | 38% | 37% | SPLIT % | 0% | 0% | 29% | 71% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 2 | 2 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 4 | 2 | 6 |
| 03:00 | 04:00 | | | 1 | 0 | 1 |
| 04:00 | 05:00 | | | 12 | 5 | 17 |
| 05:00 | 06:00 | | | 18 | 7 | 25 |
| 06:00 | 07:00 | | | 34 | 15 | 49 |
| 07:00 | 08:00 | | | 79 | 15 | 94 |
| 08:00 | 09:00 | | | 50 | 39 | 89 |
| 09:00 | 10:00 | | | 31 | 18 | 49 |
| 10:00 | 11:00 | | | 22 | 31 | 53 |
| 11:00 | 12:00 | | | 35 | 43 | 78 |
| 12:00 | 13:00 | | | 53 | 65 | 118 |
| 13:00 | 14:00 | | | 44 | 50 | 94 |
| 14:00 | 15:00 | | | 25 | 55 | 80 |
| 15:00 | 16:00 | | | 23 | 49 | 72 |
| 16:00 | 17:00 | | | 29 | 126 | 155 |
| 17:00 | 18:00 | | | 15 | 108 | 123 |
| 18:00 | 19:00 | | | 14 | 65 | 79 |
| 19:00 | 20:00 | | | 11 | 24 | 35 |
| 20:00 | 21:00 | | | 5 | 8 | 13 |
| 21:00 | 22:00 | | | 6 | 8 | 14 |
| 22:00 | 23:00 | | | 0 | 5 | 5 |
| 23:00 | 00:00 | | | 1 | 2 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 287 | 178 | 465 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 79 | 43 | 94 |
| Peak Hour Factor | | | 0.760 | 0.672 | 0.734 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 226 | 565 | 791 |
| Peak Hour | | | 12:45 | 16:15 | 16:30 |
| Peak Volume | | | 56 | 135 | 159 |
| Peak Hour Factor | | | 0.778 | 0.553 | 0.552 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 129 | 54 | 183 |
| Peak Hour | | | 7:00 | 8:00 | 7:00 |
| Peak Volume | | | 79 | 39 | 94 |
| Peak Hour Factor | | | 0.760 | 0.542 | 0.734 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 44 | 234 | 278 |
| Peak Hour | | | 16:00 | 16:15 | 16:30 |
| Peak Volume | | | 29 | 135 | 159 |
| Peak Hour Factor | | | 0.659 | 0.553 | 0.552 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Wednesday  **City:** Manassas
**Date:** 3/13/2024  **Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 0 | 1 | 0 | 3 | 7 | 18 | 11 | 2 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 0 | 0 | 1 | 5 | 24 | 33 | 17 | 5 | 2 | 2 | 0 | 0 | 89 |
| 8:00 | 1 | 0 | 0 | 1 | 4 | 9 | 13 | 8 | 1 | 2 | 0 | 0 | 0 | 39 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 14 | 11 | 7 | 1 | 1 | 0 | 0 | 0 | 38 |
| 10:00 | 0 | 0 | 0 | 0 | 4 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 0 | 0 | 0 | 3 | 14 | 10 | 7 | 3 | 0 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 17 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 0 | 0 | 0 | 2 | 8 | 12 | 8 | 7 | 4 | 0 | 0 | 0 | 0 | 41 |
| 14:00 | 0 | 0 | 0 | 1 | 8 | 14 | 8 | 6 | 3 | 1 | 1 | 0 | 0 | 42 |
| 15:00 | 0 | 0 | 0 | 0 | 7 | 9 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 33 |
| 16:00 | 1 | 0 | 0 | 0 | 4 | 4 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 19 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 5 | 4 | 6 | 2 | 0 | 2 | 0 | 0 | 20 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 0 | 1 | 7 | 67 | 155 | 171 | 99 | 27 | 10 | 5 | 0 | 0 | 544 |
| % of Totals | 0% | | 0% | 1% | 12% | 28% | 31% | 18% | 5% | 2% | 1% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 0 | 0 | 0 | 12 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 0 | 0 | 1 | 2 | 5 | 15 | 2 | 2 | 1 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 9 | 10 | 2 | 6 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 0 | 0 | 0 | 7 | 19 | 22 | 5 | 2 | 0 | 0 | 0 | 0 | 55 |
| 12:00 | 0 | 1 | 0 | 0 | 7 | 29 | 22 | 7 | 3 | 2 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 0 | 0 | 0 | 10 | 19 | 20 | 9 | 1 | 0 | 2 | 0 | 0 | 61 |
| 14:00 | 0 | 0 | 1 | 3 | 4 | 14 | 18 | 9 | 4 | 1 | 0 | 0 | 0 | 54 |
| 15:00 | 0 | 0 | 1 | 1 | 7 | 26 | 21 | 10 | 3 | 0 | 0 | 0 | 0 | 69 |
| 16:00 | 0 | 1 | 0 | 2 | 8 | 40 | 42 | 20 | 7 | 0 | 0 | 0 | 0 | 120 |
| 17:00 | 0 | 1 | 0 | 4 | 6 | 27 | 33 | 20 | 4 | 0 | 0 | 0 | 0 | 95 |
| 18:00 | 0 | 0 | 0 | 1 | 4 | 22 | 19 | 5 | 6 | 1 | 2 | 0 | 0 | 60 |
| 19:00 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 3 | 2 | 17 | 81 | 250 | 258 | 114 | 40 | 6 | 4 | 0 | 0 | 775 |
| % of Totals | | 0% | 0% | 2% | 10% | 32% | 33% | 15% | 5% | 1% | 1% | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 0 | 1 | 1 | 4 | 11 | 26 | 15 | 2 | 0 | 0 | 0 | 0 | 60 |
| 7:00 | 0 | 0 | 0 | 1 | 8 | 31 | 41 | 24 | 6 | 2 | 2 | 0 | 0 | 115 |
| 8:00 | 1 | 0 | 0 | 1 | 16 | 13 | 18 | 12 | 1 | 2 | 0 | 0 | 0 | 64 |
| 9:00 | 0 | 0 | 0 | 1 | 6 | 19 | 26 | 9 | 3 | 2 | 0 | 0 | 0 | 66 |
| 10:00 | 0 | 0 | 0 | 1 | 4 | 15 | 16 | 4 | 7 | 0 | 0 | 0 | 0 | 47 |
| 11:00 | 0 | 0 | 0 | 0 | 10 | 33 | 32 | 12 | 5 | 0 | 0 | 0 | 0 | 92 |
| 12:00 | 0 | 1 | 0 | 0 | 9 | 46 | 43 | 15 | 4 | 2 | 0 | 0 | 0 | 120 |
| 13:00 | 0 | 0 | 0 | 2 | 18 | 31 | 28 | 16 | 5 | 0 | 2 | 0 | 0 | 102 |
| 14:00 | 0 | 0 | 1 | 4 | 12 | 28 | 26 | 15 | 7 | 2 | 1 | 0 | 0 | 96 |
| 15:00 | 0 | 0 | 1 | 1 | 14 | 35 | 32 | 14 | 5 | 0 | 0 | 0 | 0 | 102 |
| 16:00 | 1 | 1 | 0 | 2 | 12 | 44 | 47 | 22 | 8 | 2 | 0 | 0 | 0 | 139 |
| 17:00 | 0 | 1 | 0 | 4 | 8 | 33 | 36 | 25 | 5 | 1 | 0 | 0 | 0 | 113 |
| 18:00 | 0 | 0 | 0 | 2 | 4 | 27 | 23 | 11 | 8 | 1 | 4 | 0 | 0 | 80 |
| 19:00 | 0 | 0 | 0 | 2 | 6 | 13 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 7 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 0 | 0 | 2 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 3 | 3 | 24 | 148 | 405 | 429 | 213 | 67 | 16 | 9 | 0 | 0 | 1,319 |
| % of Totals | 0% | 0% | 0% | 2% | 11% | 31% | 33% | 16% | 5% | 1% | 1% | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 0 | 1 | 2 | 29 | 78 | 99 | 59 | 13 | 5 | 2 | 0 | 0 | 289 |
| % | 0% | 0% | 0% | 0% | 5% | 14% | 18% | 11% | 2% | 1% | 0% | 0% | 0% | 53% |
| Peak Hour | 8:00 | 0:00 | 5:15 | 6:30 | 8:15 | 7:00 | 6:45 | 7:15 | 7:00 | 8:15 | 6:30 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 0 | 1 | 1 | 7 | 24 | 33 | 20 | 5 | 3 | 2 | 0 | 0 | 89 |
| 12:00 - 24:00 | 1 | 0 | 0 | 5 | 38 | 77 | 72 | 40 | 14 | 5 | 3 | 0 | 0 | 255 |
| % | 0% | 0% | 0% | 1% | 7% | 14% | 13% | 7% | 3% | 1% | 1% | 0% | 0% | 47% |
| Peak Hour | 15:45 | 12:00 | 12:00 | 12:15 | 14:15 | 12:30 | 12:00 | 12:15 | 13:30 | 16:00 | 18:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 1 | 0 | 0 | 2 | 10 | 19 | 21 | 9 | 5 | 2 | 2 | 0 | 0 | 51 |
| 07:00 - 09:00 | 1 | 0 | 0 | 2 | 9 | 33 | 46 | 25 | 6 | 4 | 2 | 0 | 0 | 128 |
| % | 0% | 0% | 0% | 0% | 2% | 6% | 8% | 5% | 1% | 1% | 0% | 0% | 0% | 24% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 0 | 0 | 1 | 5 | 24 | 33 | 20 | 5 | 2 | 2 | 0 | 0 | 89 |
| 16:00 - 18:00 | 1 | 0 | 0 | 0 | 6 | 10 | 8 | 7 | 2 | 3 | 0 | 0 | 0 | 37 |
| % | 0% | 0% | 0% | 0% | 1% | 2% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 0 | 0 | 0 | 5 | 6 | 5 | 5 | 1 | 2 | 0 | 0 | 0 | 21 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 3 | 28 | 51 | 71 | 26 | 12 | 1 | 0 | 0 | 0 | 192 |
| % | 0% | 0% | 0% | 1% | 5% | 9% | 13% | 5% | 2% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 0:00 | 11:45 | 0:00 | 9:45 | 7:45 | 11:30 | 11:30 | 7:15 | 10:00 | 11:15 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 1 | 0 | 2 | 13 | 27 | 28 | 8 | 6 | 2 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 3 | 2 | 14 | 53 | 199 | 187 | 88 | 28 | 5 | 4 | 0 | 0 | 583 |
| % | 0% | 1% | 0% | 3% | 10% | 37% | 34% | 16% | 5% | 1% | 1% | 0% | 0% | 107% |
| Peak Hour | 12:00 | 12:00 | 13:30 | 16:30 | 12:15 | 16:15 | 16:00 | 16:30 | 15:45 | 12:00 | 12:45 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 0 | 1 | 1 | 4 | 12 | 44 | 42 | 25 | 9 | 2 | 2 | 0 | 0 | 122 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 15 | 11 | 13 | 11 | 1 | 0 | 0 | 0 | 0 | 51 |
| % | 0% | 0% | 0% | 0% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 0 | 0 | 0 | 13 | 7 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 29 |
| 16:00 - 18:00 | 0 | 2 | 0 | 6 | 14 | 67 | 75 | 40 | 11 | 0 | 0 | 0 | 0 | 215 |
| % | 0% | 0% | 0% | 1% | 3% | 12% | 14% | 7% | 2% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 0 | 4 | 8 | 44 | 42 | 25 | 7 | 0 | 0 | 0 | 0 | 122 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 0 | 1 | 5 | 57 | 129 | 170 | 85 | 25 | 6 | 2 | 0 | 0 | 481 |
| % | 0% | 0% | 0% | 1% | 10% | 24% | 31% | 16% | 5% | 1% | 0% | 0% | 0% | 88% |
| Peak Hour | 8:00 | 11:45 | 5:15 | 9:45 | 7:45 | 11:45 | 6:45 | 7:15 | 10:00 | 8:15 | 6:30 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 1 | 2 | 18 | 44 | 48 | 28 | 7 | 3 | 2 | 0 | 0 | 121 |
| 12:00 - 24:00 | 1 | 3 | 2 | 19 | 91 | 276 | 259 | 128 | 42 | 10 | 7 | 0 | 0 | 838 |
| % | 0% | 1% | 0% | 3% | 17% | 51% | 48% | 24% | 8% | 2% | 1% | 0% | 0% | 154% |
| Peak Hour | 15:45 | 12:00 | 13:30 | 14:00 | 14:15 | 16:15 | 15:30 | 16:30 | 15:45 | 12:00 | 18:00 | 12:00 | 12:00 | 16:30 |
| Peak Volume | 1 | 1 | 1 | 4 | 20 | 48 | 48 | 30 | 11 | 2 | 4 | 0 | 0 | 142 |
| 07:00 - 09:00 | 1 | 0 | 0 | 2 | 24 | 44 | 59 | 36 | 7 | 4 | 2 | 0 | 0 | 179 |
| % | 0% | 0% | 0% | 0% | 4% | 8% | 11% | 7% | 1% | 1% | 0% | 0% | 0% | 33% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 0 | 0 | 1 | 18 | 31 | 41 | 28 | 6 | 2 | 2 | 0 | 0 | 115 |
| 16:00 - 18:00 | 1 | 2 | 0 | 6 | 20 | 77 | 83 | 47 | 13 | 3 | 0 | 0 | 0 | 252 |
| % | 0% | 0% | 0% | 1% | 4% | 14% | 15% | 9% | 2% | 1% | 0% | 0% | 0% | 46% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 1 | 1 | 0 | 4 | 12 | 48 | 47 | 30 | 8 | 2 | 0 | 0 | 0 | 142 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 35 | 41 | 41 | 48 | 53 | 544 |
| WESTBOUND | 35 | 41 | 41 | 47 | 51 | 775 |
| TOTALS | 35 | 41 | 41 | 48 | 52 | 1319 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 18 |
| 7:15 | 0 | 0 | 0 | 1 | 0 | 5 | 10 | 4 | 1 | 1 | 1 | 0 | 0 | 23 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 17 |
| 7:45 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 7 | 3 | 1 | 0 | 0 | 0 | 31 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 16:30 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 9 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 0 | 1 | 7 | 67 | 155 | 171 | 99 | 27 | 10 | 5 | 0 | 0 | 544 |
| % of Totals | 0% | 0% | 0% | 1% | 12% | 28% | 31% | 18% | 5% | 2% | 1% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 9 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 10 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:30 | 0 | 1 | 0 | 0 | 4 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 3 | 1 | 0 | 2 | 0 | 0 | 19 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 1 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 0 | 0 | 6 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:15 | 0 | 0 | 1 | 0 | 1 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 0 | 0 | 1 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 7 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 0 | 1 | 0 | 0 | 2 | 6 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 0 | 4 | 12 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 15 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 37 |
| 17:00 | 0 | 0 | 0 | 2 | 0 | 11 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 0 | 0 | 0 | 1 | 3 | 5 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 8 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 27 |
| 17:45 | 0 | 1 | 0 | 1 | 2 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 5 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 16 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 0 | 1 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 3 | 2 | 17 | 81 | 250 | 258 | 114 | 40 | 6 | 4 | 0 | 0 | 775 |
| % of Totals | 0% | 0% | 0% | 2% | 10% | 32% | 33% | 15% | 5% | 1% | 1% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 3 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 7 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 22 |
| 7:15 | 0 | 0 | 0 | 1 | 1 | 7 | 12 | 7 | 2 | 1 | 1 | 0 | 0 | 32 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 0 | 0 | 0 | 5 | 11 | 7 | 9 | 3 | 1 | 0 | 0 | 0 | 36 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 0 | 0 | 1 | 6 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:30 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 1 | 0 | 0 | 0 | 3 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 6 | 10 | 2 | 2 | 1 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 8 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 21 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 16 |
| 10:30 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 9 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:30 | 0 | 0 | 0 | 0 | 5 | 8 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 24 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 13 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 10 | 10 | 3 | 1 | 2 | 0 | 0 | 0 | 27 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 12 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:30 | 0 | 1 | 0 | 0 | 5 | 9 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 33 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 15 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 0 | 0 | 2 | 8 | 10 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 27 |
| 13:15 | 0 | 0 | 0 | 0 | 4 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:30 | 0 | 0 | 0 | 0 | 4 | 7 | 11 | 5 | 2 | 0 | 2 | 0 | 0 | 31 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 0 | 0 | 1 | 2 | 2 | 7 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 24 |
| 14:30 | 0 | 0 | 0 | 1 | 4 | 8 | 7 | 4 | 3 | 1 | 0 | 0 | 0 | 28 |
| 14:45 | 0 | 0 | 0 | 1 | 5 | 8 | 7 | 4 | 1 | 0 | 1 | 0 | 0 | 27 |
| 15:00 | 0 | 0 | 0 | 0 | 9 | 10 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 26 |
| 15:15 | 0 | 0 | 1 | 0 | 2 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 9 | 13 | 3 | 4 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 8 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 33 |
| 16:15 | 0 | 1 | 0 | 0 | 4 | 6 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 26 |
| 16:30 | 1 | 0 | 0 | 0 | 5 | 13 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 38 |
| 16:45 | 0 | 0 | 0 | 1 | 2 | 17 | 13 | 7 | 1 | 1 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 0 | 2 | 1 | 12 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 0 | 0 | 0 | 1 | 4 | 6 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 9 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 30 |
| 17:45 | 0 | 1 | 0 | 1 | 2 | 6 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 9 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 22 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 18:30 | 0 | 0 | 0 | 2 | 1 | 6 | 6 | 1 | 2 | 0 | 2 | 0 | 0 | 20 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 5 | 3 | 0 | 2 | 0 | 0 | 22 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 3 | 3 | 24 | 148 | 405 | 429 | 213 | 67 | 16 | 9 | 0 | 0 | 1,319 |
| % of Totals | 0% | 0% | 0% | 2% | 11% | 31% | 33% | 16% | 5% | 1% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 544 | 775 | 1,319 |

DAILY TOTALS

### 15-Minutes Interval

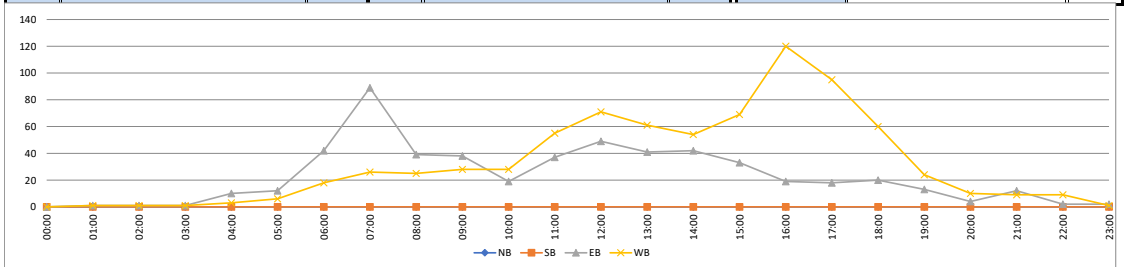
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 13 | 14 | 27 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 7 | 23 | 30 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 15 | 18 | 33 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 14 | 16 | 30 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 12 | 15 | 27 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 10 | 15 | 25 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 12 | 19 | 31 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 7 | 12 | 19 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 7 | 10 | 17 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 15 | 9 | 24 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 10 | 18 | 28 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 10 | 17 | 27 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 8 | 18 | 26 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 5 | 15 | 20 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 12 | 14 | 26 |
| 3:45 | | | 1 | 1 | 2 | 15:45 | | | 8 | 22 | 30 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 4 | 29 | 33 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 5 | 21 | 26 |
| 4:30 | | | 3 | 2 | 5 | 16:30 | | | 5 | 33 | 38 |
| 4:45 | | | 6 | 1 | 7 | 16:45 | | | 5 | 37 | 42 |
| 5:00 | | | 2 | 0 | 2 | 17:00 | | | 6 | 28 | 34 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 4 | 24 | 28 |
| 5:30 | | | 4 | 1 | 5 | 17:30 | | | 3 | 27 | 30 |
| 5:45 | | | 3 | 2 | 5 | 17:45 | | | 5 | 16 | 21 |
| 6:00 | | | 9 | 3 | 12 | 18:00 | | | 5 | 17 | 22 |
| 6:15 | | | 8 | 2 | 10 | 18:15 | | | 2 | 14 | 16 |
| 6:30 | | | 12 | 2 | 14 | 18:30 | | | 4 | 16 | 20 |
| 6:45 | | | 13 | 11 | 24 | 18:45 | | | 9 | 13 | 22 |
| 7:00 | | | 18 | 4 | 22 | 19:00 | | | 4 | 8 | 12 |
| 7:15 | | | 23 | 9 | 32 | 19:15 | | | 2 | 6 | 8 |
| 7:30 | | | 17 | 8 | 25 | 19:30 | | | 4 | 6 | 10 |
| 7:45 | | | 31 | 5 | 36 | 19:45 | | | 3 | 4 | 7 |
| 8:00 | | | 11 | 6 | 17 | 20:00 | | | 2 | 3 | 5 |
| 8:15 | | | 11 | 10 | 21 | 20:15 | | | 0 | 3 | 3 |
| 8:30 | | | 8 | 6 | 14 | 20:30 | | | 0 | 3 | 3 |
| 8:45 | | | 9 | 3 | 12 | 20:45 | | | 2 | 1 | 3 |
| 9:00 | | | 17 | 7 | 24 | 21:00 | | | 4 | 4 | 8 |
| 9:15 | | | 9 | 12 | 21 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 6 | 4 | 10 | 21:30 | | | 4 | 2 | 6 |
| 9:45 | | | 6 | 5 | 11 | 21:45 | | | 2 | 3 | 5 |
| 10:00 | | | 7 | 4 | 11 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 7 | 9 | 16 | 22:15 | | | 0 | 3 | 3 |
| 10:30 | | | 3 | 9 | 12 | 22:30 | | | 2 | 3 | 5 |
| 10:45 | | | 2 | 6 | 8 | 22:45 | | | 0 | 2 | 2 |
| 11:00 | | | 5 | 8 | 13 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 10 | 14 | 24 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 6 | 18 | 24 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 16 | 15 | 31 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 289 | 192 | 481 | TOTALS | 0 | 0 | 255 | 583 | 838 |
| SPLIT % | 0% | 0% | 60% | 40% | 36% | SPLIT % | 0% | 0% | 30% | 70% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 1 | 1 | 2 |
| 04:00 | 05:00 | | | 10 | 3 | 13 |
| 05:00 | 06:00 | | | 12 | 6 | 18 |
| 06:00 | 07:00 | | | 42 | 18 | 60 |
| 07:00 | 08:00 | | | 89 | 26 | 115 |
| 08:00 | 09:00 | | | 39 | 25 | 64 |
| 09:00 | 10:00 | | | 38 | 28 | 66 |
| 10:00 | 11:00 | | | 19 | 28 | 47 |
| 11:00 | 12:00 | | | 37 | 55 | 92 |
| 12:00 | 13:00 | | | 49 | 71 | 120 |
| 13:00 | 14:00 | | | 41 | 61 | 102 |
| 14:00 | 15:00 | | | 42 | 54 | 96 |
| 15:00 | 16:00 | | | 33 | 69 | 102 |
| 16:00 | 17:00 | | | 19 | 120 | 139 |
| 17:00 | 18:00 | | | 18 | 95 | 113 |
| 18:00 | 19:00 | | | 20 | 60 | 80 |
| 19:00 | 20:00 | | | 13 | 24 | 37 |
| 20:00 | 21:00 | | | 4 | 10 | 14 |
| 21:00 | 22:00 | | | 12 | 9 | 21 |
| 22:00 | 23:00 | | | 2 | 9 | 11 |
| 23:00 | 00:00 | | | 2 | 1 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 289 | 192 | 481 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 89 | 55 | 115 |
| Peak Hour Factor | | | 0.718 | 0.764 | 0.799 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 255 | 583 | 838 |
| Peak Hour | | | 12:30 | 16:30 | 16:30 |
| Peak Volume | | | 51 | 122 | 142 |
| Peak Hour Factor | | | 0.850 | 0.824 | 0.845 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 128 | 51 | 179 |
| Peak Hour | | | 7:00 | 7:30 | 7:00 |
| Peak Volume | | | 89 | 29 | 115 |
| Peak Hour Factor | | | 0.718 | 0.725 | 0.799 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 37 | 215 | 252 |
| Peak Hour | | | 16:15 | 16:30 | 16:30 |
| Peak Volume | | | 21 | 122 | 142 |
| Peak Hour Factor | | | 0.875 | 0.824 | 0.845 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 12 | 16 | 6 | 3 | 0 | 0 | 0 | 0 | 38 |
| 7:00 | 0 | 0 | 0 | 1 | 9 | 28 | 20 | 13 | 2 | 1 | 3 | 0 | 0 | 77 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 13 | 13 | 10 | 7 | 2 | 0 | 0 | 0 | 47 |
| 9:00 | 0 | 0 | 1 | 0 | 1 | 10 | 8 | 11 | 3 | 0 | 0 | 0 | 0 | 34 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 5 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 0 | 0 | 3 | 11 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 11 | 20 | 7 | 3 | 2 | 0 | 0 | 0 | 47 |
| 13:00 | 0 | 0 | 0 | 2 | 8 | 17 | 18 | 3 | 6 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 0 | 1 | 1 | 0 | 6 | 5 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 0 | 1 | 0 | 0 | 3 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 0 | 0 | 0 | 1 | 2 | 4 | 8 | 6 | 3 | 1 | 0 | 0 | 0 | 25 |
| 17:00 | 0 | 1 | 1 | 0 | 1 | 7 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 20 |
| 18:00 | 2 | 1 | 0 | 3 | 5 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 1 | 0 | 4 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 4 | 5 | 9 | 55 | 155 | 171 | 95 | 30 | 10 | 3 | 0 | 0 | 539 |
| % of Totals | 0% | 1% | 1% | 2% | 10% | 29% | 32% | 18% | 6% | 2% | 1% | | | 100% |

**WESTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 0 | 0 | 1 | 3 | 13 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 8 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 0 | 1 | 0 | 2 | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 5 | 14 | 5 | 2 | 1 | 1 | 0 | 0 | 30 |
| 11:00 | 0 | 0 | 0 | 0 | 5 | 27 | 18 | 10 | 1 | 1 | 0 | 0 | 0 | 62 |
| 12:00 | 0 | 0 | 2 | 0 | 8 | 25 | 28 | 12 | 3 | 0 | 0 | 0 | 0 | 78 |
| 13:00 | 0 | 0 | 0 | 0 | 6 | 21 | 23 | 6 | 1 | 1 | 0 | 0 | 0 | 58 |
| 14:00 | 1 | 0 | 0 | 1 | 6 | 17 | 24 | 16 | 2 | 0 | 0 | 0 | 0 | 67 |
| 15:00 | 0 | 1 | 0 | 0 | 4 | 13 | 22 | 11 | 3 | 0 | 1 | 0 | 0 | 54 |
| 16:00 | 0 | 1 | 0 | 0 | 7 | 33 | 35 | 14 | 8 | 0 | 0 | 0 | 0 | 98 |
| 17:00 | 0 | 2 | 0 | 5 | 13 | 29 | 29 | 16 | 2 | 1 | 1 | 0 | 0 | 98 |
| 18:00 | 1 | 6 | 4 | 1 | 3 | 20 | 20 | 7 | 1 | 0 | 0 | 0 | 0 | 63 |
| 19:00 | 0 | 0 | 0 | 1 | 9 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 1 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 9 | 7 | 10 | 83 | 245 | 264 | 119 | 30 | 6 | 3 | 0 | 0 | 779 |
| % of Totals | 0% | 1% | 1% | 1% | 11% | 31% | 34% | 15% | 4% | 1% | 0% | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 1 | 1 | 2 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 25 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 18 | 23 | 9 | 3 | 0 | 0 | 0 | 0 | 57 |
| 7:00 | 0 | 0 | 0 | 2 | 12 | 41 | 31 | 15 | 4 | 1 | 3 | 0 | 0 | 109 |
| 8:00 | 0 | 0 | 0 | 0 | 5 | 21 | 19 | 14 | 8 | 3 | 0 | 0 | 0 | 70 |
| 9:00 | 0 | 0 | 2 | 0 | 3 | 18 | 16 | 19 | 3 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 10 | 24 | 10 | 4 | 2 | 1 | 0 | 0 | 55 |
| 11:00 | 0 | 0 | 0 | 0 | 8 | 38 | 37 | 13 | 1 | 1 | 0 | 0 | 0 | 98 |
| 12:00 | 0 | 0 | 2 | 0 | 12 | 36 | 48 | 19 | 6 | 2 | 0 | 0 | 0 | 125 |
| 13:00 | 0 | 0 | 0 | 2 | 14 | 38 | 41 | 9 | 7 | 1 | 0 | 0 | 0 | 112 |
| 14:00 | 1 | 1 | 1 | 1 | 12 | 22 | 29 | 23 | 3 | 0 | 0 | 0 | 0 | 93 |
| 15:00 | 0 | 1 | 0 | 0 | 7 | 20 | 31 | 14 | 3 | 0 | 1 | 0 | 0 | 77 |
| 16:00 | 0 | 1 | 0 | 1 | 9 | 37 | 43 | 20 | 11 | 1 | 0 | 0 | 0 | 123 |
| 17:00 | 0 | 3 | 1 | 5 | 14 | 36 | 33 | 21 | 2 | 2 | 1 | 0 | 0 | 118 |
| 18:00 | 3 | 7 | 4 | 4 | 8 | 23 | 26 | 7 | 1 | 1 | 0 | 0 | 0 | 84 |
| 19:00 | 0 | 0 | 1 | 1 | 13 | 16 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 0 | 0 | 1 | 3 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 1 | 0 | 0 | 0 | 1 | 6 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 5 | 13 | 12 | 19 | 138 | 400 | 435 | 214 | 60 | 16 | 6 | 0 | 0 | 1,318 |
| % of Totals | 0% | 1% | 1% | 1% | 10% | 30% | 33% | 16% | 5% | 1% | 0% | | | 100% |

### STATISTICS

**EASTBOUND**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 0 | 2 | 2 | 20 | 87 | 95 | 60 | 17 | 5 | 3 | 0 | 0 | 291 |
| | % | 0% | 0% | 0% | 0% | 4% | 16% | 18% | 11% | 3% | 1% | 1% | 0% | 0% | 54% |
| | Peak Hour | 0:00 | 0:00 | 3:45 | 7:00 | 7:00 | 7:00 | 6:30 | 7:15 | 7:45 | 7:30 | 7:00 | 0:00 | 0:00 | 7:00 |
| | Peak Volume | 0 | 0 | 1 | 1 | 9 | 28 | 24 | 14 | 7 | 2 | 3 | 0 | 0 | 77 |
| 12:00 - 24:00 | | 2 | 4 | 3 | 7 | 35 | 68 | 76 | 35 | 13 | 5 | 0 | 0 | 0 | 248 |
| | % | 0% | 1% | 1% | 1% | 6% | 13% | 14% | 6% | 2% | 1% | 0% | 0% | 0% | 46% |
| | Peak Hour | 17:30 | 13:30 | 13:45 | 17:45 | 13:00 | 12:30 | 12:00 | 13:45 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| | Peak Volume | 2 | 1 | 1 | 3 | 8 | 20 | 20 | 9 | 6 | 2 | 0 | 0 | 0 | 57 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 1 | 11 | 41 | 33 | 23 | 9 | 3 | 3 | 0 | 0 | 124 |
| | % | 0% | 0% | 0% | 0% | 2% | 8% | 6% | 4% | 2% | 1% | 1% | 0% | 0% | 23% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 1 | 9 | 28 | 20 | 14 | 7 | 2 | 3 | 0 | 0 | 77 |
| 16:00 - 18:00 | | 0 | 1 | 1 | 1 | 3 | 11 | 12 | 11 | 3 | 2 | 0 | 0 | 0 | 45 |
| | % | 0% | 0% | 0% | 0% | 1% | 2% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 0 | 1 | 1 | 1 | 2 | 9 | 9 | 6 | 3 | 2 | 0 | 0 | 0 | 26 |

**WESTBOUND**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 0 | 1 | 2 | 20 | 70 | 69 | 33 | 8 | 3 | 1 | 0 | 0 | 207 |
| | % | 0% | 0% | 0% | 0% | 4% | 13% | 13% | 6% | 1% | 1% | 0% | 0% | 0% | 38% |
| | Peak Hour | 0:00 | 0:00 | 11:30 | 3:30 | 11:30 | 11:15 | 11:45 | 8:45 | 11:30 | 10:15 | 10:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 0 | 0 | 2 | 1 | 7 | 29 | 31 | 12 | 3 | 2 | 1 | 0 | 0 | 78 |
| 12:00 - 24:00 | | 3 | 9 | 6 | 8 | 63 | 175 | 195 | 86 | 22 | 3 | 2 | 0 | 0 | 572 |
| | % | 1% | 2% | 1% | 1% | 12% | 32% | 36% | 16% | 4% | 1% | 0% | 0% | 0% | 106% |
| | Peak Hour | 13:15 | 17:45 | 17:30 | 16:45 | 17:00 | 16:00 | 16:45 | 14:30 | 15:45 | 12:30 | 15:00 | 12:00 | 12:00 | 16:45 |
| | Peak Volume | 1 | 7 | 4 | 5 | 13 | 33 | 37 | 17 | 8 | 1 | 1 | 0 | 0 | 103 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 1 | 6 | 21 | 17 | 6 | 3 | 1 | 0 | 0 | 0 | 55 |
| | % | 0% | 0% | 0% | 0% | 1% | 4% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 10% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 1 | 3 | 14 | 11 | 4 | 2 | 1 | 0 | 0 | 0 | 32 |
| 16:00 - 18:00 | | 0 | 3 | 0 | 5 | 20 | 62 | 64 | 30 | 10 | 1 | 1 | 0 | 0 | 196 |
| | % | 0% | 1% | 0% | 1% | 4% | 12% | 12% | 6% | 2% | 0% | 0% | 0% | 0% | 36% |
| | Peak Hour | 16:00 | 17:00 | 16:00 | 16:45 | 17:00 | 16:00 | 16:45 | 16:45 | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 2 | 0 | 5 | 13 | 33 | 37 | 17 | 8 | 1 | 1 | 0 | 0 | 103 |

**TOTALS**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 0 | 3 | 4 | 40 | 157 | 164 | 93 | 25 | 8 | 4 | 0 | 0 | 498 |
| | % | 0% | 0% | 1% | 1% | 7% | 29% | 30% | 17% | 5% | 1% | 1% | 0% | 0% | 92% |
| | Peak Hour | 0:00 | 0:00 | 8:30 | 7:00 | 7:00 | 11:15 | 11:45 | 8:45 | 7:45 | 7:45 | 7:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 0 | 0 | 2 | 2 | 12 | 42 | 50 | 21 | 8 | 3 | 3 | 0 | 0 | 123 |
| 12:00 - 24:00 | | 5 | 13 | 9 | 15 | 98 | 243 | 271 | 121 | 35 | 8 | 2 | 0 | 0 | 820 |
| | % | 1% | 2% | 2% | 3% | 18% | 45% | 50% | 22% | 6% | 1% | 0% | 0% | 0% | 152% |
| | Peak Hour | 17:45 | 17:45 | 17:30 | 16:45 | 12:15 | 12:30 | 12:00 | 13:45 | 15:45 | 12:00 | 15:00 | 12:00 | 12:00 | 12:30 |
| | Peak Volume | 3 | 8 | 4 | 6 | 16 | 45 | 48 | 23 | 11 | 2 | 1 | 0 | 0 | 129 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 2 | 17 | 62 | 50 | 29 | 12 | 4 | 3 | 0 | 0 | 179 |
| | % | 0% | 0% | 0% | 0% | 3% | 12% | 9% | 5% | 2% | 1% | 1% | 0% | 0% | 33% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 2 | 12 | 41 | 31 | 15 | 8 | 3 | 3 | 0 | 0 | 109 |
| 16:00 - 18:00 | | 0 | 4 | 1 | 6 | 23 | 73 | 76 | 41 | 13 | 3 | 1 | 0 | 0 | 241 |
| | % | 0% | 1% | 0% | 1% | 4% | 14% | 14% | 8% | 2% | 1% | 0% | 0% | 0% | 45% |
| | Peak Hour | 16:00 | 17:00 | 16:15 | 16:45 | 17:00 | 16:45 | 16:15 | 16:45 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 3 | 1 | 6 | 14 | 38 | 44 | 21 | 11 | 2 | 1 | 0 | 0 | 127 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| EASTBOUND | 35 | 41 | 41 | 48 | 53 | 539 |
| WESTBOUND | 35 | 41 | 40 | 47 | 50 | 779 |
| TOTALS | 35 | 41 | 41 | 47 | 51 | 1318 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 10 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 8 | 8 | 2 | 0 | 1 | 1 | 0 | 0 | 21 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 0 | 1 | 6 | 13 | 5 | 4 | 2 | 0 | 1 | 0 | 0 | 32 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 14 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 1 | 0 | 3 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 1 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 4 | 5 | 9 | 55 | 155 | 171 | 95 | 30 | 10 | 3 | 0 | 0 | 539 |
| % of Totals | 0% | 1% | 1% | 2% | 10% | 29% | 32% | 18% | 6% | 2% | 1% | 0% | 0% | 100% |

**WESTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 0 | 1 | 0 | 2 | 6 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 0 | 0 | 1 | 0 | 3 | 6 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 8 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 1 | 0 | 0 | 0 | 1 | 8 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 1 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 2 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 15 |
| 16:00 | 0 | 1 | 0 | 0 | 3 | 7 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 0 | 0 | 0 | 0 | 3 | 10 | 9 | 5 | 4 | 0 | 0 | 0 | 0 | 31 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 6 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 0 | 0 | 0 | 2 | 2 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:15 | 0 | 1 | 0 | 0 | 1 | 9 | 5 | 3 | 1 | 0 | 1 | 0 | 0 | 21 |
| 17:30 | 0 | 0 | 0 | 3 | 6 | 10 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 37 |
| 17:45 | 0 | 1 | 0 | 0 | 4 | 6 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:15 | 0 | 5 | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 1 | 1 | 0 | 0 | 1 | 7 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 9 | 7 | 10 | 83 | 245 | 264 | 119 | 30 | 6 | 3 | 0 | 0 | 779 |
| % of Totals | 0% | 1% | 1% | 1% | 11% | 31% | 34% | 15% | 4% | 1% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 13 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 0 | 0 | 0 | 3 | 7 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 12 | 11 | 3 | 1 | 1 | 1 | 0 | 0 | 32 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 19 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 10 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 22 |
| 7:45 | 0 | 0 | 0 | 2 | 6 | 15 | 6 | 4 | 2 | 0 | 1 | 0 | 0 | 36 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 1 | 1 | 2 | 0 | 0 | 0 | 17 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 0 | 0 | 1 | 0 | 2 | 3 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 24 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 1 | 1 | 2 | 1 | 0 | 0 | 15 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 14 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 11 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 1 | 0 | 3 | 8 | 11 | 4 | 2 | 1 | 0 | 0 | 0 | 30 |
| 12:15 | 0 | 0 | 1 | 0 | 4 | 9 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 31 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 11 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 8 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 0 | 0 | 0 | 7 | 12 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 31 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 14 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 34 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 0 | 0 | 0 | 2 | 3 | 5 | 10 | 5 | 4 | 0 | 0 | 0 | 0 | 29 |
| 14:00 | 1 | 0 | 0 | 0 | 2 | 8 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 22 |
| 14:15 | 0 | 1 | 0 | 0 | 2 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 0 | 1 | 0 | 5 | 4 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 2 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:45 | 0 | 1 | 0 | 0 | 1 | 4 | 9 | 3 | 1 | 0 | 1 | 0 | 0 | 20 |
| 16:00 | 0 | 1 | 0 | 0 | 3 | 8 | 9 | 3 | 5 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 0 | 0 | 0 | 5 | 11 | 11 | 5 | 4 | 1 | 0 | 0 | 0 | 37 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 8 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 0 | 1 | 2 | 2 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 0 | 2 | 0 | 0 | 1 | 11 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 26 |
| 17:30 | 0 | 0 | 0 | 3 | 7 | 12 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 43 |
| 17:45 | 0 | 1 | 0 | 0 | 4 | 6 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 25 |
| 18:00 | 1 | 0 | 0 | 2 | 1 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:15 | 1 | 6 | 4 | 0 | 4 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 25 |
| 18:30 | 1 | 1 | 0 | 2 | 2 | 7 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 29 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 0 | 1 | 1 | 4 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 19:30 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 5 | 13 | 12 | 19 | 138 | 400 | 435 | 214 | 60 | 16 | 6 | 0 | 0 | 1,318 |
| % of Totals | 0% | 1% | 1% | 1% | 10% | 30% | 33% | 16% | 5% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 539 | 779 | 1,318 |

DAILY TOTALS

### 15-Minutes Interval

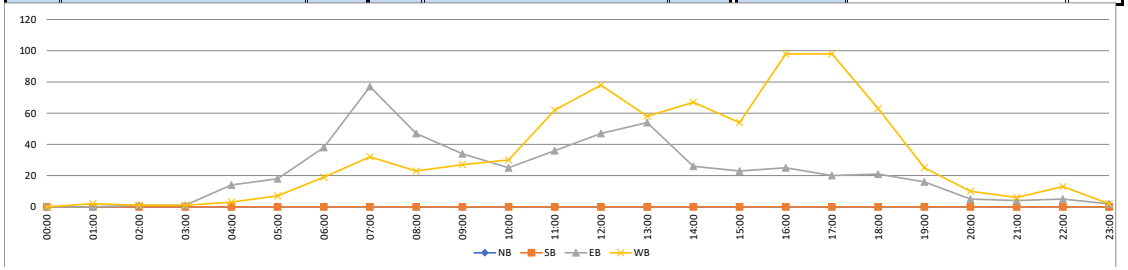
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 11 | 19 | 30 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 9 | 22 | 31 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 14 | 23 | 37 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 13 | 14 | 27 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 18 | 13 | 31 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 12 | 22 | 34 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 9 | 9 | 18 |
| 1:45 | | | 0 | 2 | 2 | 13:45 | | | 15 | 14 | 29 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 3 | 19 | 22 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 11 | 17 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 13 | 19 | 32 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 4 | 18 | 22 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 9 | 12 | 21 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 12 | 16 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 5 | 15 | 20 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 5 | 15 | 20 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 5 | 24 | 29 |
| 4:15 | | | 2 | 1 | 3 | 16:15 | | | 7 | 16 | 23 |
| 4:30 | | | 3 | 1 | 4 | 16:30 | | | 6 | 31 | 37 |
| 4:45 | | | 9 | 1 | 10 | 16:45 | | | 7 | 27 | 34 |
| 5:00 | | | 3 | 1 | 4 | 17:00 | | | 6 | 18 | 24 |
| 5:15 | | | 4 | 2 | 6 | 17:15 | | | 5 | 21 | 26 |
| 5:30 | | | 5 | 2 | 7 | 17:30 | | | 6 | 37 | 43 |
| 5:45 | | | 6 | 2 | 8 | 17:45 | | | 3 | 22 | 25 |
| 6:00 | | | 10 | 3 | 13 | 18:00 | | | 4 | 18 | 22 |
| 6:15 | | | 8 | 0 | 8 | 18:15 | | | 8 | 17 | 25 |
| 6:30 | | | 7 | 3 | 10 | 18:30 | | | 7 | 22 | 29 |
| 6:45 | | | 13 | 13 | 26 | 18:45 | | | 2 | 6 | 8 |
| 7:00 | | | 21 | 11 | 32 | 19:00 | | | 4 | 4 | 8 |
| 7:15 | | | 16 | 3 | 19 | 19:15 | | | 7 | 10 | 17 |
| 7:30 | | | 8 | 14 | 22 | 19:30 | | | 3 | 7 | 10 |
| 7:45 | | | 32 | 4 | 36 | 19:45 | | | 2 | 4 | 6 |
| 8:00 | | | 11 | 6 | 17 | 20:00 | | | 1 | 4 | 5 |
| 8:15 | | | 14 | 3 | 17 | 20:15 | | | 0 | 3 | 3 |
| 8:30 | | | 14 | 3 | 17 | 20:30 | | | 3 | 2 | 5 |
| 8:45 | | | 8 | 11 | 19 | 20:45 | | | 1 | 1 | 2 |
| 9:00 | | | 15 | 9 | 24 | 21:00 | | | 0 | 3 | 3 |
| 9:15 | | | 5 | 5 | 10 | 21:15 | | | 2 | 1 | 3 |
| 9:30 | | | 8 | 7 | 15 | 21:30 | | | 0 | 2 | 2 |
| 9:45 | | | 6 | 6 | 12 | 21:45 | | | 2 | 0 | 2 |
| 10:00 | | | 7 | 10 | 17 | 22:00 | | | 1 | 5 | 6 |
| 10:15 | | | 5 | 4 | 9 | 22:15 | | | 2 | 1 | 3 |
| 10:30 | | | 4 | 10 | 14 | 22:30 | | | 1 | 7 | 8 |
| 10:45 | | | 9 | 6 | 15 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 4 | 17 | 21 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 8 | 12 | 20 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 13 | 19 | 32 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 11 | 14 | 25 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 291 | 207 | 498 | TOTALS | 0 | 0 | 248 | 572 | 820 |
| SPLIT % | 0% | 0% | 58% | 42% | 38% | SPLIT % | 0% | 0% | 30% | 70% | 62% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 0 | 2 | 2 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 1 | 1 | 2 |
| 04:00 | 05:00 | | | 14 | 3 | 17 |
| 05:00 | 06:00 | | | 18 | 7 | 25 |
| 06:00 | 07:00 | | | 38 | 19 | 57 |
| 07:00 | 08:00 | | | 77 | 32 | 109 |
| 08:00 | 09:00 | | | 47 | 23 | 70 |
| 09:00 | 10:00 | | | 34 | 27 | 61 |
| 10:00 | 11:00 | | | 25 | 30 | 55 |
| 11:00 | 12:00 | | | 36 | 62 | 98 |
| 12:00 | 13:00 | | | 47 | 78 | 125 |
| 13:00 | 14:00 | | | 54 | 58 | 112 |
| 14:00 | 15:00 | | | 26 | 67 | 93 |
| 15:00 | 16:00 | | | 23 | 54 | 77 |
| 16:00 | 17:00 | | | 25 | 98 | 123 |
| 17:00 | 18:00 | | | 20 | 98 | 118 |
| 18:00 | 19:00 | | | 21 | 63 | 84 |
| 19:00 | 20:00 | | | 16 | 25 | 41 |
| 20:00 | 21:00 | | | 5 | 10 | 15 |
| 21:00 | 22:00 | | | 4 | 6 | 10 |
| 22:00 | 23:00 | | | 5 | 13 | 18 |
| 23:00 | 00:00 | | | 2 | 2 | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 291 | 207 | 498 |
| Peak Hour | | | 7:00 | 11:00 | 7:00 |
| Peak Volume | | | 77 | 62 | 109 |
| Peak Hour Factor | | | 0.602 | 0.816 | 0.757 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 248 | 572 | 820 |
| Peak Hour | | | 12:30 | 16:45 | 12:30 |
| Peak Volume | | | 57 | 103 | 129 |
| Peak Hour Factor | | | 0.792 | 0.696 | 0.872 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 124 | 55 | 179 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 77 | 32 | 109 |
| Peak Hour Factor | | | 0.602 | 0.571 | 0.757 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 45 | 196 | 241 |
| Peak Hour | | | 16:15 | 16:45 | 16:45 |
| Peak Volume | | | 26 | 103 | 127 |
| Peak Hour Factor | | | 0.929 | 0.696 | 0.738 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 0 | 0 | 1 | 2 | 6 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 9 | 8 | 11 | 2 | 2 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 12 | 21 | 13 | 1 | 0 | 0 | 0 | 0 | 50 |
| 8:00 | 1 | 0 | 1 | 1 | 2 | 21 | 18 | 8 | 6 | 0 | 0 | 0 | 0 | 58 |
| 9:00 | 0 | 0 | 0 | 1 | 2 | 9 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 31 |
| 10:00 | 1 | 0 | 0 | 1 | 2 | 1 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 0 | 0 | 0 | 6 | 18 | 10 | 4 | 3 | 1 | 0 | 0 | 0 | 42 |
| 12:00 | 0 | 0 | 0 | 2 | 8 | 10 | 21 | 6 | 3 | 2 | 0 | 0 | 0 | 52 |
| 13:00 | 0 | 1 | 0 | 1 | 7 | 12 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 0 | 1 | 1 | 4 | 9 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 0 | 0 | 0 | 2 | 1 | 5 | 11 | 6 | 2 | 0 | 1 | 0 | 0 | 28 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 1 | 0 | 0 | 3 | 7 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 2 | 5 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 0 | 2 | 2 | 5 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| Totals | 2 | 2 | 2 | 16 | 56 | 153 | 157 | 87 | 30 | 9 | 2 | 0 | 0 | 516 |
| % of Totals | 0% | 0% | 0% | 3% | 11% | 30% | 30% | 17% | 6% | 2% | 0% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 16 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 9 | 2 | 1 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 1 | 0 | 0 | 4 | 10 | 11 | 3 | 1 | 0 | 1 | 0 | 0 | 31 |
| 9:00 | 0 | 0 | 0 | 1 | 6 | 6 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 14 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 35 |
| 11:00 | 0 | 0 | 0 | 0 | 10 | 9 | 22 | 5 | 1 | 0 | 1 | 0 | 0 | 48 |
| 12:00 | 0 | 0 | 1 | 1 | 6 | 24 | 25 | 11 | 2 | 1 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 1 | 0 | 2 | 5 | 22 | 24 | 7 | 1 | 1 | 0 | 0 | 0 | 63 |
| 14:00 | 0 | 0 | 0 | 2 | 9 | 21 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 57 |
| 15:00 | 0 | 0 | 0 | 4 | 3 | 22 | 19 | 8 | 5 | 1 | 2 | 0 | 0 | 64 |
| 16:00 | 0 | 0 | 0 | 2 | 10 | 23 | 29 | 9 | 3 | 2 | 0 | 0 | 0 | 78 |
| 17:00 | 0 | 0 | 1 | 0 | 5 | 24 | 26 | 10 | 2 | 2 | 0 | 0 | 0 | 70 |
| 18:00 | 0 | 0 | 0 | 0 | 6 | 9 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 7 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 2 | 2 | 15 | 84 | 214 | 219 | 96 | 30 | 10 | 4 | 0 | 0 | 677 |
| % of Totals | 0% | 0% | 0% | 2% | 12% | 32% | 32% | 14% | 4% | 1% | 1% | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 18 |
| 5:00 | 0 | 0 | 0 | 1 | 3 | 6 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 11 | 14 | 14 | 4 | 3 | 0 | 0 | 0 | 51 |
| 7:00 | 0 | 0 | 0 | 1 | 3 | 18 | 28 | 22 | 3 | 1 | 0 | 0 | 0 | 76 |
| 8:00 | 1 | 1 | 1 | 1 | 6 | 31 | 29 | 11 | 7 | 0 | 1 | 0 | 0 | 89 |
| 9:00 | 0 | 0 | 0 | 2 | 8 | 15 | 13 | 14 | 1 | 2 | 0 | 0 | 0 | 55 |
| 10:00 | 1 | 0 | 0 | 3 | 7 | 15 | 15 | 10 | 4 | 1 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 0 | 0 | 0 | 16 | 27 | 32 | 9 | 4 | 1 | 1 | 0 | 0 | 90 |
| 12:00 | 0 | 0 | 1 | 3 | 14 | 34 | 46 | 17 | 5 | 3 | 0 | 0 | 0 | 123 |
| 13:00 | 0 | 2 | 0 | 3 | 12 | 34 | 42 | 11 | 2 | 1 | 0 | 0 | 0 | 107 |
| 14:00 | 0 | 0 | 1 | 3 | 13 | 30 | 22 | 12 | 5 | 0 | 0 | 0 | 0 | 86 |
| 15:00 | 0 | 0 | 0 | 6 | 4 | 27 | 30 | 14 | 7 | 1 | 3 | 0 | 0 | 92 |
| 16:00 | 0 | 0 | 0 | 2 | 11 | 31 | 31 | 13 | 3 | 3 | 0 | 0 | 0 | 94 |
| 17:00 | 0 | 1 | 1 | 0 | 8 | 31 | 29 | 13 | 3 | 2 | 0 | 0 | 0 | 88 |
| 18:00 | 0 | 0 | 0 | 2 | 11 | 16 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 49 |
| 19:00 | 0 | 0 | 0 | 2 | 5 | 12 | 10 | 3 | 4 | 0 | 0 | 0 | 0 | 36 |
| 20:00 | 0 | 0 | 0 | 1 | 3 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 0 | 0 | 0 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| Totals | 3 | 4 | 4 | 31 | 140 | 367 | 376 | 183 | 60 | 19 | 6 | 0 | 0 | 1,193 |
| % of Totals | 0% | 0% | 0% | 3% | 12% | 31% | 32% | 15% | 5% | 2% | 1% | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 0 | 1 | 5 | 22 | 81 | 85 | 54 | 17 | 6 | 0 | 0 | 0 | 273 |
| % | 0% | 0% | 0% | 1% | 4% | 16% | 16% | 10% | 3% | 1% | 0% | 0% | 0% | 53% |
| Peak Hour | 7:15 | 0:00 | 7:15 | 7:15 | 11:45 | 8:15 | 7:30 | 7:15 | 8:00 | 5:15 | 0:00 | 0:00 | 0:00 | 7:30 |
| Peak Volume | 1 | 0 | 1 | 2 | 10 | 22 | 29 | 14 | 6 | 3 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 2 | 1 | 11 | 34 | 72 | 72 | 33 | 13 | 3 | 2 | 0 | 0 | 243 |
| % | 0% | 0% | 0% | 2% | 7% | 14% | 14% | 6% | 3% | 1% | 0% | 0% | 0% | 47% |
| Peak Hour | 12:00 | 12:15 | 14:00 | 12:00 | 12:30 | 13:15 | 12:15 | 15:30 | 12:00 | 12:00 | 14:30 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 0 | 1 | 1 | 2 | 9 | 13 | 25 | 8 | 3 | 2 | 1 | 0 | 0 | 56 |
| 07:00 - 09:00 | 1 | 0 | 1 | 2 | 4 | 33 | 39 | 21 | 7 | 0 | 0 | 0 | 0 | 108 |
| % | 0% | 0% | 0% | 0% | 1% | 6% | 8% | 4% | 1% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 7:15 | 7:00 | 7:15 | 7:15 | 7:30 | 7:45 | 7:30 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 0 | 1 | 2 | 4 | 21 | 29 | 14 | 6 | 0 | 0 | 0 | 0 | 70 |
| 16:00 - 18:00 | 0 | 1 | 0 | 0 | 4 | 15 | 5 | 7 | 1 | 1 | 0 | 0 | 0 | 34 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 1 | 0 | 0 | 4 | 8 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 18 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 0 | 3 | 30 | 51 | 57 | 33 | 14 | 3 | 2 | 0 | 0 | 195 |
| % | 0% | 0% | 0% | 1% | 6% | 10% | 11% | 6% | 3% | 1% | 0% | 0% | 0% | 38% |
| Peak Hour | 0:00 | 7:15 | 0:00 | 10:00 | 10:30 | 11:45 | 11:15 | 11:45 | 3:45 | 5:45 | 7:45 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 0 | 2 | 10 | 23 | 26 | 12 | 3 | 1 | 1 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 1 | 2 | 12 | 54 | 163 | 162 | 63 | 16 | 7 | 2 | 0 | 0 | 482 |
| % | 0% | 0% | 0% | 2% | 10% | 32% | 31% | 12% | 3% | 1% | 0% | 0% | 0% | 93% |
| Peak Hour | 12:00 | 12:15 | 12:00 | 15:15 | 16:15 | 16:45 | 15:30 | 15:45 | 15:00 | 16:15 | 14:30 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 1 | 1 | 5 | 11 | 27 | 33 | 13 | 5 | 4 | 2 | 0 | 0 | 81 |
| 07:00 - 09:00 | 0 | 1 | 0 | 0 | 5 | 16 | 18 | 12 | 3 | 1 | 1 | 0 | 0 | 57 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:15 | 7:00 | 7:00 | 8:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 1 | 0 | 0 | 4 | 10 | 12 | 9 | 2 | 1 | 1 | 0 | 0 | 31 |
| 16:00 - 18:00 | 0 | 0 | 1 | 2 | 15 | 47 | 55 | 19 | 5 | 4 | 0 | 0 | 0 | 148 |
| % | 0% | 0% | 0% | 0% | 3% | 9% | 11% | 4% | 1% | 1% | 0% | 0% | 0% | 29% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:45 | 16:00 | 17:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 0 | 1 | 2 | 11 | 27 | 29 | 10 | 4 | 4 | 0 | 0 | 0 | 79 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 1 | 1 | 8 | 52 | 132 | 142 | 87 | 31 | 9 | 2 | 0 | 0 | 468 |
| % | 1% | 0% | 0% | 2% | 10% | 26% | 28% | 17% | 6% | 2% | 0% | 0% | 0% | 91% |
| Peak Hour | 0:00 | 7:15 | 7:15 | 10:00 | 11:15 | 11:45 | 11:45 | 7:00 | 8:00 | 5:45 | 7:45 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 1 | 3 | 19 | 37 | 45 | 22 | 7 | 4 | 1 | 0 | 0 | 124 |
| 12:00 - 24:00 | 0 | 3 | 3 | 23 | 88 | 235 | 234 | 96 | 29 | 10 | 4 | 0 | 0 | 725 |
| % | 0% | 1% | 1% | 4% | 17% | 46% | 45% | 19% | 6% | 2% | 1% | 0% | 0% | 141% |
| Peak Hour | 12:00 | 12:15 | 12:00 | 15:00 | 12:30 | 12:30 | 12:15 | 12:00 | 14:15 | 16:15 | 14:30 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 0 | 2 | 1 | 6 | 15 | 37 | 50 | 17 | 7 | 5 | 3 | 0 | 0 | 127 |
| 07:00 - 09:00 | 1 | 1 | 1 | 2 | 9 | 49 | 57 | 33 | 10 | 1 | 1 | 0 | 0 | 165 |
| % | 0% | 0% | 0% | 0% | 2% | 9% | 11% | 6% | 2% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 7:15 | 7:15 | 7:15 | 7:15 | 8:00 | 8:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 1 | 1 | 2 | 6 | 31 | 41 | 22 | 7 | 1 | 1 | 0 | 0 | 99 |
| 16:00 - 18:00 | 0 | 1 | 1 | 2 | 19 | 62 | 60 | 26 | 6 | 5 | 0 | 0 | 0 | 182 |
| % | 0% | 0% | 0% | 0% | 4% | 12% | 12% | 5% | 1% | 1% | 0% | 0% | 0% | 35% |
| Peak Hour | 16:00 | 16:30 | 16:15 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 1 | 1 | 2 | 12 | 32 | 31 | 13 | 5 | 5 | 0 | 0 | 0 | 95 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 35 | 41 | 41 | 48 | 53 | 516 |
| WESTBOUND | 35 | 40 | 41 | 47 | 52 | 677 |
| TOTALS | 35 | 41 | 41 | 47 | 52 | 1193 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 8 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 | 1 | 0 | 1 | 1 | 0 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 0 | 0 | 1 | 4 | 2 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 1 | 0 | 1 | 4 | 3 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 2 | 2 | 16 | 56 | 153 | 157 | 87 | 30 | 9 | 2 | 0 | 0 | 516 |
| % of Totals | 0% | 0% | 0% | 3% | 11% | 30% | 30% | 17% | 6% | 2% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 0 | 1 | 1 | 3 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 1 | 0 | 1 | 2 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 0 | 0 | 0 | 1 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 0 | 0 | 3 | 0 | 7 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 18 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 0 | 0 | 0 | 1 | 2 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 18 |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 4 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:15 | 0 | 0 | 0 | 0 | 6 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 19 |
| 16:45 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 6 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 27 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 2 | 2 | 15 | 84 | 214 | 219 | 96 | 30 | 10 | 4 | 0 | 0 | 677 |
| % of Totals | 0% | 0% | 0% | 2% | 12% | 32% | 32% | 14% | 4% | 1% | 1% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 19 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 15 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 3 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 5 | 9 | 10 | 1 | 1 | 0 | 0 | 0 | 27 |
| 8:00 | 1 | 1 | 1 | 1 | 0 | 4 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 12 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 32 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 16 |
| 8:45 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 0 | 0 | 2 | 1 | 6 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 9:45 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 1 | 0 | 0 | 0 | 2 | 8 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 0 | 0 | 2 | 1 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 16 |
| 11:15 | 0 | 0 | 0 | 0 | 7 | 7 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 27 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 22 |
| 11:45 | 0 | 0 | 0 | 0 | 6 | 9 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 0 | 1 | 6 | 9 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 39 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 11 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 31 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 8 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 29 |
| 12:45 | 0 | 0 | 1 | 2 | 3 | 6 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 2 | 0 | 2 | 6 | 11 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 43 |
| 13:15 | 0 | 0 | 0 | 0 | 3 | 12 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 0 | 0 | 1 | 2 | 7 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 23 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 1 | 5 | 11 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 11 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 0 | 1 | 1 | 5 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 3 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 16 |
| 15:15 | 0 | 0 | 0 | 3 | 0 | 9 | 7 | 2 | 1 | 0 | 3 | 0 | 0 | 25 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 0 | 0 | 2 | 2 | 7 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 8 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 0 | 0 | 0 | 0 | 6 | 10 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 20 |
| 16:45 | 0 | 0 | 0 | 1 | 3 | 8 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 8 | 15 | 3 | 1 | 2 | 0 | 0 | 0 | 31 |
| 17:15 | 0 | 1 | 0 | 0 | 5 | 10 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 26 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 0 | 0 | 2 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 4 | 4 | 31 | 140 | 367 | 376 | 183 | 60 | 19 | 6 | 0 | 0 | 1,193 |
| % of Totals | 0% | 0% | 0% | 3% | 12% | 31% | 32% | 15% | 5% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 516 | 677 | 1,193 |

DAILY TOTALS

### 15-Minutes Interval

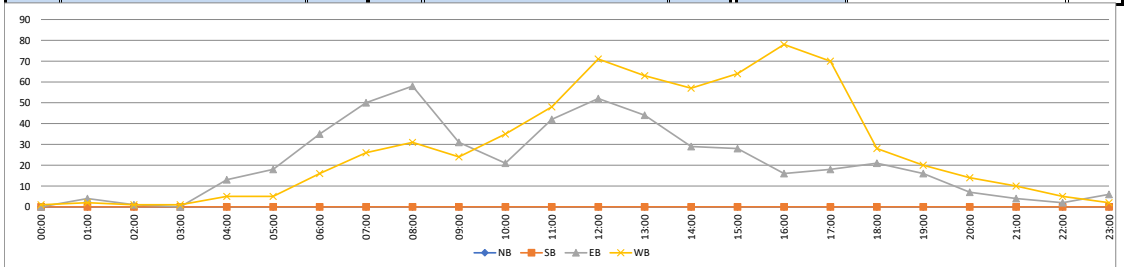
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 17 | 22 | 39 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 14 | 17 | 31 |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 11 | 18 | 29 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 10 | 14 | 24 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 21 | 22 | 43 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 10 | 12 | 22 |
| 1:30 | | | 2 | 1 | 3 | 13:30 | | | 7 | 16 | 23 |
| 1:45 | | | 1 | 1 | 2 | 13:45 | | | 6 | 13 | 19 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 10 | 16 | 26 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 5 | 12 | 17 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 6 | 20 | 26 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 8 | 9 | 17 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 3 | 13 | 16 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 7 | 18 | 25 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 8 | 15 | 23 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 10 | 18 | 28 |
| 4:00 | | | 3 | 0 | 3 | 16:00 | | | 6 | 26 | 32 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 6 | 18 | 24 |
| 4:30 | | | 3 | 3 | 6 | 16:30 | | | 1 | 19 | 20 |
| 4:45 | | | 7 | 2 | 9 | 16:45 | | | 3 | 15 | 18 |
| 5:00 | | | 0 | 1 | 1 | 17:00 | | | 4 | 27 | 31 |
| 5:15 | | | 3 | 1 | 4 | 17:15 | | | 9 | 17 | 26 |
| 5:30 | | | 6 | 1 | 7 | 17:30 | | | 1 | 15 | 16 |
| 5:45 | | | 9 | 2 | 11 | 17:45 | | | 4 | 11 | 15 |
| 6:00 | | | 8 | 1 | 9 | 18:00 | | | 2 | 10 | 12 |
| 6:15 | | | 7 | 1 | 8 | 18:15 | | | 4 | 8 | 12 |
| 6:30 | | | 11 | 8 | 19 | 18:30 | | | 8 | 4 | 12 |
| 6:45 | | | 9 | 6 | 15 | 18:45 | | | 7 | 6 | 13 |
| 7:00 | | | 9 | 6 | 15 | 19:00 | | | 5 | 7 | 12 |
| 7:15 | | | 9 | 6 | 15 | 19:15 | | | 7 | 3 | 10 |
| 7:30 | | | 15 | 4 | 19 | 19:30 | | | 3 | 8 | 11 |
| 7:45 | | | 17 | 10 | 27 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 16 | 5 | 21 | 20:00 | | | 1 | 5 | 6 |
| 8:15 | | | 22 | 10 | 32 | 20:15 | | | 3 | 2 | 5 |
| 8:30 | | | 10 | 6 | 16 | 20:30 | | | 1 | 5 | 6 |
| 8:45 | | | 10 | 10 | 20 | 20:45 | | | 2 | 2 | 4 |
| 9:00 | | | 13 | 7 | 20 | 21:00 | | | 2 | 1 | 3 |
| 9:15 | | | 6 | 5 | 11 | 21:15 | | | 0 | 5 | 5 |
| 9:30 | | | 8 | 5 | 13 | 21:30 | | | 1 | 2 | 3 |
| 9:45 | | | 4 | 7 | 11 | 21:45 | | | 1 | 2 | 3 |
| 10:00 | | | 4 | 4 | 8 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 7 | 11 | 18 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 6 | 10 | 16 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 4 | 10 | 14 | 22:45 | | | 0 | 2 | 2 |
| 11:00 | | | 8 | 8 | 16 | 23:00 | | | 2 | 0 | 2 |
| 11:15 | | | 12 | 15 | 27 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 10 | 12 | 22 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 12 | 13 | 25 | 23:45 | | | 2 | 0 | 2 |
| TOTALS | 0 | 0 | 273 | 195 | 468 | TOTALS | 0 | 0 | 243 | 482 | 725 |
| SPLIT % | 0% | 0% | 58% | 42% | 39% | SPLIT % | 0% | 0% | 34% | 66% | 61% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 4 | 2 | 6 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 0 | 1 | 1 |
| 04:00 | 05:00 | | | 13 | 5 | 18 |
| 05:00 | 06:00 | | | 18 | 5 | 23 |
| 06:00 | 07:00 | | | 35 | 16 | 51 |
| 07:00 | 08:00 | | | 50 | 26 | 76 |
| 08:00 | 09:00 | | | 58 | 31 | 89 |
| 09:00 | 10:00 | | | 31 | 24 | 55 |
| 10:00 | 11:00 | | | 21 | 35 | 56 |
| 11:00 | 12:00 | | | 42 | 48 | 90 |
| 12:00 | 13:00 | | | 52 | 71 | 123 |
| 13:00 | 14:00 | | | 44 | 63 | 107 |
| 14:00 | 15:00 | | | 29 | 57 | 86 |
| 15:00 | 16:00 | | | 28 | 64 | 92 |
| 16:00 | 17:00 | | | 16 | 78 | 94 |
| 17:00 | 18:00 | | | 18 | 70 | 88 |
| 18:00 | 19:00 | | | 21 | 28 | 49 |
| 19:00 | 20:00 | | | 16 | 20 | 36 |
| 20:00 | 21:00 | | | 7 | 14 | 21 |
| 21:00 | 22:00 | | | 4 | 10 | 14 |
| 22:00 | 23:00 | | | 2 | 5 | 7 |
| 23:00 | 00:00 | | | 6 | 2 | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 273 | 195 | 468 |
| Peak Hour | | | 7:30 | 11:00 | 7:30 |
| Peak Volume | | | 70 | 48 | 99 |
| Peak Hour Factor | | | 0.795 | 0.800 | 0.773 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 243 | 482 | 725 |
| Peak Hour | | | 12:15 | 15:45 | 12:15 |
| Peak Volume | | | 56 | 81 | 127 |
| Peak Hour Factor | | | 0.667 | 0.779 | 0.738 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 108 | 57 | 165 |
| Peak Hour | | | 7:30 | 7:45 | 7:30 |
| Peak Volume | | | 70 | 31 | 99 |
| Peak Hour Factor | | | 0.795 | 0.775 | 0.773 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 34 | 148 | 182 |
| Peak Hour | | | 17:00 | 16:15 | 16:30 |
| Peak Volume | | | 18 | 79 | 95 |
| Peak Hour Factor | | | 0.500 | 0.731 | 0.766 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 2 | 1 | 0 | 0 | 13 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 1 | 1 | 4 | 9 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 1 | 0 | 0 | 1 | 6 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 1 | 0 | 0 | 0 | 8 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 20 |
| 14:00 | 0 | 0 | 0 | 1 | 4 | 3 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 19 |
| 15:00 | 0 | 1 | 4 | 2 | 4 | 9 | 7 | 4 | 1 | 1 | 1 | 0 | 0 | 34 |
| 16:00 | 0 | 1 | 0 | 0 | 1 | 5 | 7 | 5 | 1 | 3 | 2 | 0 | 0 | 25 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 5 | 6 | 11 | 28 | 75 | 67 | 50 | 15 | 9 | 6 | 0 | 0 | 272 |
| % of Totals | | 2% | 2% | 4% | 10% | 28% | 25% | 18% | 6% | 3% | 2% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 0 | 0 | 1 | 2 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 1 | 0 | 0 | 1 | 3 | 10 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 32 |
| 11:00 | 0 | 0 | 0 | 2 | 3 | 9 | 7 | 5 | 4 | 1 | 2 | 0 | 0 | 33 |
| 12:00 | 0 | 3 | 0 | 1 | 0 | 5 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 8 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 30 |
| 14:00 | 0 | 0 | 0 | 1 | 5 | 7 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 28 |
| 15:00 | 0 | 0 | 2 | 2 | 4 | 8 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 29 |
| 16:00 | 1 | 1 | 0 | 1 | 1 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 23 |
| 19:00 | 0 | 0 | 0 | 3 | 6 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 8 | 3 | 14 | 37 | 95 | 90 | 52 | 18 | 4 | 4 | 0 | 0 | 327 |
| % of Totals | 1% | 2% | 1% | 4% | 11% | 29% | 28% | 16% | 6% | 1% | 1% | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 1 | 0 | 0 | 2 | 6 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 16 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 5 | 8 | 7 | 3 | 2 | 1 | 0 | 0 | 29 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 10 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 1 | 0 | 1 | 2 | 7 | 19 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 60 |
| 11:00 | 0 | 1 | 0 | 2 | 4 | 11 | 9 | 6 | 6 | 2 | 2 | 0 | 0 | 43 |
| 12:00 | 0 | 4 | 0 | 1 | 1 | 11 | 16 | 12 | 4 | 1 | 0 | 0 | 0 | 50 |
| 13:00 | 0 | 1 | 0 | 0 | 3 | 16 | 17 | 10 | 2 | 1 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 0 | 0 | 2 | 9 | 10 | 12 | 12 | 1 | 0 | 1 | 0 | 0 | 47 |
| 15:00 | 0 | 1 | 6 | 4 | 8 | 17 | 15 | 7 | 2 | 2 | 1 | 0 | 0 | 63 |
| 16:00 | 1 | 2 | 0 | 1 | 2 | 12 | 10 | 7 | 1 | 3 | 2 | 0 | 0 | 41 |
| 17:00 | 0 | 2 | 0 | 0 | 2 | 12 | 5 | 9 | 6 | 0 | 0 | 0 | 0 | 36 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 14 | 13 | 5 | 1 | 1 | 1 | 0 | 0 | 37 |
| 19:00 | 0 | 0 | 0 | 4 | 8 | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 0 | 1 | 4 | 9 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 13 | 9 | 25 | 65 | 170 | 157 | 102 | 33 | 13 | 10 | 0 | 0 | 599 |
| % of Totals | 0% | 2% | 2% | 4% | 11% | 28% | 26% | 17% | 6% | 2% | 2% | | | 100% |

### STATISTICS

EASTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 1 | 2 | 5 | 10 | 21 | 21 | 16 | 8 | 3 | 1 | 0 | 0 | 88 |
| | % | 0% | 0% | 1% | 2% | 4% | 8% | 8% | 6% | 3% | 1% | 0% | 0% | 0% | 32% |
| | Peak Hour | 0:00 | 11:00 | 4:15 | 0:00 | 9:15 | 10:00 | 10:00 | 7:45 | 8:45 | 7:15 | 7:30 | 0:00 | 0:00 | 10:00 |
| | Peak Volume | 0 | 1 | 1 | 1 | 5 | 9 | 8 | 6 | 3 | 2 | 1 | 0 | 0 | 28 |
| 12:00 - 24:00 | | 0 | 4 | 4 | 6 | 18 | 54 | 46 | 34 | 7 | 6 | 5 | 0 | 0 | 184 |
| | % | 0% | 1% | 1% | 2% | 7% | 20% | 17% | 13% | 3% | 2% | 2% | 0% | 0% | 68% |
| | Peak Hour | 12:00 | 12:45 | 14:15 | 14:15 | 13:30 | 12:30 | 13:15 | 14:30 | 16:45 | 16:00 | 14:15 | 12:00 | 12:00 | 14:30 |
| | Peak Volume | 0 | 2 | 4 | 2 | 4 | 10 | 8 | 8 | 3 | 3 | 2 | 0 | 0 | 35 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 7 | 2 | 2 | 1 | 0 | 0 | 19 |
| | % | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 3% | 1% | 1% | 0% | 0% | 0% | 7% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:15 | 7:45 | 8:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 6 | 2 | 2 | 1 | 0 | 0 | 16 |
| 16:00 - 18:00 | | 0 | 1 | 0 | 0 | 3 | 13 | 10 | 10 | 3 | 3 | 2 | 0 | 0 | 45 |
| | % | 0% | 0% | 0% | 0% | 1% | 5% | 4% | 4% | 1% | 1% | 1% | 0% | 0% | 17% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 1 | 0 | 0 | 2 | 8 | 7 | 6 | 3 | 3 | 2 | 0 | 0 | 27 |

WESTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 2 | 1 | 5 | 14 | 38 | 32 | 16 | 6 | 1 | 3 | 0 | 0 | 119 |
| | % | 0% | 1% | 0% | 2% | 5% | 14% | 12% | 6% | 2% | 0% | 1% | 0% | 0% | 44% |
| | Peak Hour | 9:15 | 11:45 | 2:15 | 9:15 | 10:30 | 9:45 | 10:00 | 11:45 | 11:00 | 10:45 | 11:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 1 | 2 | 1 | 2 | 5 | 11 | 14 | 7 | 4 | 1 | 2 | 0 | 0 | 34 |
| 12:00 - 24:00 | | 1 | 6 | 2 | 9 | 23 | 57 | 58 | 36 | 12 | 3 | 1 | 0 | 0 | 208 |
| | % | 0% | 2% | 1% | 3% | 8% | 21% | 21% | 13% | 4% | 1% | 0% | 0% | 0% | 76% |
| | Peak Hour | 15:15 | 12:00 | 14:15 | 18:45 | 18:45 | 12:30 | 12:45 | 13:30 | 17:15 | 14:30 | 20:30 | 12:00 | 12:00 | 13:30 |
| | Peak Volume | 1 | 3 | 2 | 3 | 6 | 10 | 11 | 8 | 5 | 1 | 1 | 0 | 0 | 31 |
| 07:00 - 09:00 | | 0 | 1 | 0 | 1 | 3 | 8 | 6 | 5 | 1 | 0 | 1 | 0 | 0 | 26 |
| | % | 0% | 0% | 0% | 0% | 1% | 3% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 10% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:00 | 8:00 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 1 | 0 | 1 | 2 | 5 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 16 |
| 16:00 - 18:00 | | 1 | 3 | 0 | 1 | 1 | 11 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 32 |
| | % | 0% | 1% | 0% | 0% | 0% | 4% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 12% |
| | Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 2 | 0 | 1 | 1 | 7 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 16 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 3 | 3 | 10 | 24 | 59 | 53 | 32 | 14 | 4 | 4 | 0 | 0 | 207 |
| | % | 0% | 1% | 1% | 4% | 9% | 22% | 19% | 12% | 5% | 1% | 1% | 0% | 0% | 76% |
| | Peak Hour | 9:15 | 11:45 | 2:15 | 9:15 | 9:15 | 10:00 | 10:00 | 11:45 | 11:00 | 7:15 | 11:00 | 0:00 | 0:00 | 10:00 |
| | Peak Volume | 1 | 3 | 1 | 3 | 7 | 19 | 22 | 13 | 6 | 2 | 2 | 0 | 0 | 60 |
| 12:00 - 24:00 | | 1 | 10 | 6 | 15 | 41 | 111 | 104 | 70 | 19 | 9 | 6 | 0 | 0 | 392 |
| | % | 0% | 4% | 2% | 6% | 15% | 41% | 38% | 26% | 7% | 3% | 2% | 0% | 0% | 144% |
| | Peak Hour | 15:15 | 12:00 | 14:15 | 14:15 | 13:30 | 12:30 | 12:30 | 14:30 | 17:15 | 16:00 | 14:15 | 12:00 | 12:00 | 15:00 |
| | Peak Volume | 1 | 4 | 6 | 4 | 9 | 20 | 17 | 13 | 7 | 3 | 2 | 0 | 0 | 63 |
| 07:00 - 09:00 | | 0 | 1 | 0 | 1 | 4 | 11 | 9 | 12 | 3 | 2 | 2 | 0 | 0 | 45 |
| | % | 0% | 0% | 0% | 0% | 1% | 4% | 3% | 4% | 1% | 1% | 1% | 0% | 0% | 17% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:00 | 8:00 | 7:30 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 1 | 0 | 1 | 3 | 6 | 8 | 9 | 3 | 2 | 1 | 0 | 0 | 31 |
| 16:00 - 18:00 | | 1 | 4 | 0 | 1 | 4 | 24 | 15 | 16 | 7 | 3 | 2 | 0 | 0 | 77 |
| | % | 0% | 1% | 0% | 0% | 1% | 9% | 6% | 6% | 3% | 1% | 1% | 0% | 0% | 28% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 2 | 0 | 1 | 3 | 12 | 10 | 10 | 6 | 3 | 2 | 0 | 0 | 41 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| EASTBOUND | 33 | 41 | 41 | 49 | 56 | 272 |
| WESTBOUND | 33 | 40 | 40 | 48 | 53 | 327 |
| TOTALS | 33 | 40 | 40 | 48 | 54 | 599 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 1 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 15:00 | 0 | 0 | 4 | 2 | 3 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 3 | 2 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 5 | 6 | 11 | 28 | 75 | 67 | 50 | 15 | 9 | 6 | 0 | 0 | 272 |
| % of Totals | 0% | 2% | 2% | 4% | 10% | 28% | 25% | 18% | 6% | 3% | 2% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 1 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 7 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 8 | 3 | 14 | 37 | 95 | 90 | 52 | 18 | 4 | 4 | 0 | 0 | 327 |
| % of Totals | 1% | 2% | 1% | 4% | 11% | 29% | 28% | 16% | 6% | 1% | 1% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 10 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 7 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 1 | 0 | 0 | 2 | 3 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 0 | 1 | 0 | 1 | 6 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 4 |
| 11:45 | 0 | 1 | 0 | 0 | 0 | 6 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 18 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 1 | 0 | 1 | 0 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 2 | 0 | 0 | 0 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 1 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| 15:00 | 0 | 0 | 6 | 3 | 5 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 22 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 6 | 2 | 2 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 1 | 0 | 1 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 1 | 1 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 1 | 3 | 2 | 0 | 0 | 16 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 1 | 0 | 0 | 1 | 5 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 12 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 13 | 9 | 25 | 65 | 170 | 157 | 102 | 33 | 13 | 10 | 0 | 0 | 599 |
| % of Totals | 0% | 2% | 2% | 4% | 11% | 28% | 26% | 17% | 6% | 2% | 2% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 272 | 327 | 599 |

DAILY TOTALS

### 15-Minutes Interval

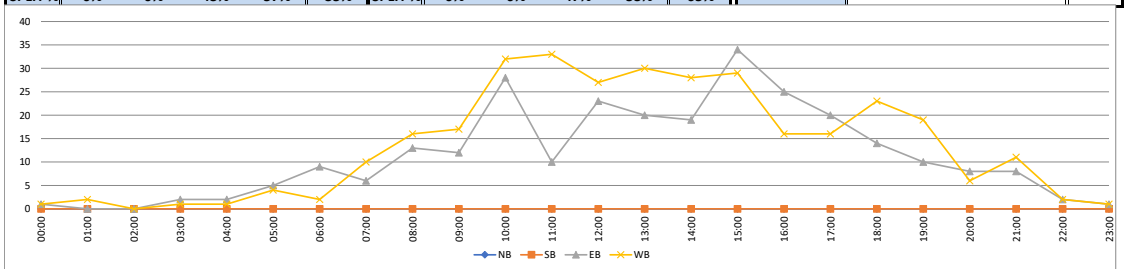
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 2 | 7 | 9 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 6 | 5 | 11 |
| 0:30 | | | 1 | 1 | 2 | 12:30 | | | 8 | 7 | 15 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 7 | 8 | 15 |
| 1:00 | | | 0 | 2 | 2 | 13:00 | | | 5 | 10 | 15 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 6 | 5 | 11 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 7 | 13 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 8 | 11 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 9 | 5 | 14 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 2 | 11 | 13 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 7 | 4 | 11 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 1 | 8 | 9 |
| 3:00 | | | 1 | 1 | 2 | 15:00 | | | 16 | 6 | 22 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 11 | 9 | 20 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 2 | 7 | 9 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 5 | 7 | 12 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 4 | 6 | 10 |
| 4:15 | | | 2 | 0 | 2 | 16:15 | | | 5 | 3 | 8 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 3 | 4 | 7 |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 13 | 3 | 16 |
| 5:00 | | | 1 | 0 | 1 | 17:00 | | | 2 | 4 | 6 |
| 5:15 | | | 1 | 2 | 3 | 17:15 | | | 3 | 4 | 7 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 9 | 3 | 12 |
| 5:45 | | | 3 | 0 | 3 | 17:45 | | | 6 | 5 | 11 |
| 6:00 | | | 2 | 0 | 2 | 18:00 | | | 1 | 6 | 7 |
| 6:15 | | | 2 | 1 | 3 | 18:15 | | | 1 | 8 | 9 |
| 6:30 | | | 2 | 1 | 3 | 18:30 | | | 5 | 4 | 9 |
| 6:45 | | | 3 | 0 | 3 | 18:45 | | | 7 | 5 | 12 |
| 7:00 | | | 0 | 3 | 3 | 19:00 | | | 1 | 5 | 6 |
| 7:15 | | | 0 | 3 | 3 | 19:15 | | | 2 | 4 | 6 |
| 7:30 | | | 2 | 3 | 5 | 19:30 | | | 5 | 6 | 11 |
| 7:45 | | | 4 | 1 | 5 | 19:45 | | | 2 | 4 | 6 |
| 8:00 | | | 4 | 6 | 10 | 20:00 | | | 2 | 1 | 3 |
| 8:15 | | | 4 | 3 | 7 | 20:15 | | | 3 | 1 | 4 |
| 8:30 | | | 4 | 5 | 9 | 20:30 | | | 3 | 0 | 3 |
| 8:45 | | | 1 | 2 | 3 | 20:45 | | | 0 | 4 | 4 |
| 9:00 | | | 0 | 3 | 3 | 21:00 | | | 2 | 2 | 4 |
| 9:15 | | | 4 | 5 | 9 | 21:15 | | | 2 | 7 | 9 |
| 9:30 | | | 4 | 5 | 9 | 21:30 | | | 1 | 1 | 2 |
| 9:45 | | | 4 | 4 | 8 | 21:45 | | | 3 | 1 | 4 |
| 10:00 | | | 7 | 12 | 19 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 5 | 5 | 10 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 5 | 7 | 12 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 11 | 8 | 19 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 1 | 9 | 10 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 4 | 7 | 11 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 2 | 2 | 4 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 3 | 15 | 18 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 88 | 119 | 207 | TOTALS | 0 | 0 | 184 | 208 | 392 |
| SPLIT % | 0% | 0% | 43% | 57% | 35% | SPLIT % | 0% | 0% | 47% | 53% | 65% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 0 | 2 | 2 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 2 | 1 | 3 |
| 04:00 | 05:00 | | | 2 | 1 | 3 |
| 05:00 | 06:00 | | | 5 | 4 | 9 |
| 06:00 | 07:00 | | | 9 | 2 | 11 |
| 07:00 | 08:00 | | | 6 | 10 | 16 |
| 08:00 | 09:00 | | | 13 | 16 | 29 |
| 09:00 | 10:00 | | | 12 | 17 | 29 |
| 10:00 | 11:00 | | | 28 | 32 | 60 |
| 11:00 | 12:00 | | | 10 | 33 | 43 |
| 12:00 | 13:00 | | | 23 | 27 | 50 |
| 13:00 | 14:00 | | | 20 | 30 | 50 |
| 14:00 | 15:00 | | | 19 | 28 | 47 |
| 15:00 | 16:00 | | | 34 | 29 | 63 |
| 16:00 | 17:00 | | | 25 | 16 | 41 |
| 17:00 | 18:00 | | | 20 | 16 | 36 |
| 18:00 | 19:00 | | | 14 | 23 | 37 |
| 19:00 | 20:00 | | | 10 | 19 | 29 |
| 20:00 | 21:00 | | | 8 | 6 | 14 |
| 21:00 | 22:00 | | | 8 | 11 | 19 |
| 22:00 | 23:00 | | | 2 | 2 | 4 |
| 23:00 | 00:00 | | | 1 | 1 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 88 | 119 | 207 |
| Peak Hour | | | 10:00 | 11:00 | 10:00 |
| Peak Volume | | | 28 | 33 | 60 |
| Peak Hour Factor | | | 0.636 | 0.550 | 0.789 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 184 | 208 | 392 |
| Peak Hour | | | 14:30 | 13:30 | 15:00 |
| Peak Volume | | | 35 | 31 | 63 |
| Peak Hour Factor | | | 0.547 | 0.705 | 0.716 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 19 | 26 | 45 |
| Peak Hour | | | 7:45 | 8:00 | 7:45 |
| Peak Volume | | | 16 | 16 | 31 |
| Peak Hour Factor | | | 1.000 | 0.667 | 0.775 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 45 | 32 | 77 |
| Peak Hour | | | 16:45 | 16:00 | 16:00 |
| Peak Volume | | | 27 | 16 | 41 |
| Peak Hour Factor | | | 0.519 | 0.667 | 0.641 |



Prepared by National Data & Surveying Services

# SPEED

## Piper Ln W/O Observation Rd

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_005

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 1 | 0 | 1 | 1 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 1 | 0 | 0 | 0 | 7 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 0 | 0 | 0 | 8 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 1 | 1 | 1 | 0 | 2 | 8 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 0 | 1 | 0 | 0 | 4 | 1 | 11 | 4 | 2 | 1 | 0 | 0 | 0 | 24 |
| 15:00 | 0 | 1 | 1 | 0 | 3 | 3 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 13 |
| 16:00 | 1 | 0 | 1 | 2 | 1 | 3 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 20 |
| 17:00 | 1 | 0 | 0 | 3 | 1 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 12 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 9 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 5 | 3 | 7 | 30 | 53 | 49 | 29 | 10 | 7 | 3 | 0 | 0 | 200 |
| % of Totals | 2% | 3% | 2% | 4% | 15% | 27% | 25% | 15% | 5% | 4% | 2% | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 1 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 1 | 0 | 0 | 0 | 2 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 0 | 1 | 0 | 2 | 9 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 2 | 0 | 1 | 4 | 9 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 0 | 0 | 0 | 2 | 3 | 12 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 30 |
| 14:00 | 1 | 1 | 0 | 1 | 1 | 8 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 0 | 1 | 1 | 1 | 1 | 4 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 16:00 | 0 | 1 | 0 | 2 | 4 | 8 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 1 | 0 | 0 | 1 | 2 | 11 | 8 | 2 | 1 | 2 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 1 | 0 | 0 | 3 | 3 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 6 | 2 | 11 | 29 | 87 | 80 | 35 | 11 | 4 | 0 | 0 | 0 | 269 |
| % of Totals | 1% | 2% | 1% | 4% | 11% | 32% | 30% | 13% | 4% | 1% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 1 | 0 | 0 | 0 | 1 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 1 | 0 | 0 | 0 | 7 | 3 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 22 |
| 10:00 | 1 | 1 | 0 | 1 | 3 | 9 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 0 | 1 | 1 | 0 | 2 | 16 | 16 | 3 | 1 | 2 | 0 | 0 | 0 | 42 |
| 12:00 | 0 | 2 | 0 | 1 | 12 | 16 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 48 |
| 13:00 | 1 | 1 | 1 | 2 | 5 | 20 | 14 | 10 | 2 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 1 | 2 | 0 | 1 | 5 | 9 | 19 | 6 | 4 | 1 | 0 | 0 | 0 | 48 |
| 15:00 | 0 | 2 | 2 | 1 | 4 | 7 | 10 | 3 | 1 | 0 | 1 | 0 | 0 | 31 |
| 16:00 | 1 | 1 | 1 | 4 | 5 | 11 | 13 | 10 | 3 | 1 | 0 | 0 | 0 | 50 |
| 17:00 | 2 | 0 | 0 | 4 | 3 | 14 | 9 | 2 | 2 | 3 | 1 | 0 | 0 | 40 |
| 18:00 | 0 | 1 | 0 | 0 | 3 | 5 | 7 | 5 | 0 | 3 | 1 | 0 | 0 | 25 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 0 | 2 | 2 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| Totals | 8 | 11 | 5 | 18 | 59 | 140 | 129 | 64 | 21 | 11 | 3 | 0 | 0 | 469 |
| % of Totals | 2% | 2% | 1% | 4% | 13% | 30% | 28% | 14% | 4% | 2% | 1% | | | 100% |

### STATISTICS

EASTBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 2 | 0 | 1 | 8 | 23 | 15 | 9 | 2 | 2 | 0 | 0 | 0 | 63 |
| % | 1% | 1% | 0% | 1% | 4% | 12% | 8% | 5% | 1% | 1% | 0% | 0% | 0% | 32% |
| Peak Hour | 8:00 | 10:00 | 0:00 | 9:15 | 11:45 | 11:45 | 11:15 | 11:45 | 9:45 | 8:45 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 1 | 0 | 1 | 6 | 8 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 23 |
| 12:00 - 24:00 | 3 | 3 | 3 | 6 | 22 | 30 | 34 | 20 | 8 | 5 | 3 | 0 | 0 | 137 |
| % | 2% | 2% | 2% | 3% | 11% | 15% | 17% | 10% | 4% | 3% | 2% | 0% | 0% | 69% |
| Peak Hour | 12:15 | 12:15 | 15:30 | 16:15 | 12:00 | 12:45 | 14:00 | 13:45 | 16:30 | 18:00 | 14:15 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 1 | 1 | 2 | 3 | 8 | 9 | 11 | 7 | 3 | 2 | 1 | 0 | 0 | 28 |
| 07:00 - 09:00 | 1 | 0 | 0 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| % | 1% | 0% | 0% | 0% | 1% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 1 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 - 18:00 | 2 | 0 | 1 | 5 | 2 | 6 | 6 | 4 | 3 | 2 | 1 | 0 | 0 | 32 |
| % | 1% | 0% | 1% | 3% | 1% | 3% | 3% | 2% | 2% | 1% | 1% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:30 | 16:00 | 16:45 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 1 | 0 | 1 | 3 | 1 | 4 | 5 | 4 | 3 | 1 | 1 | 0 | 0 | 21 |

WESTBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 0 | 1 | 0 | 9 | 22 | 25 | 6 | 1 | 1 | 0 | 0 | 0 | 67 |
| % | 1% | 0% | 1% | 0% | 5% | 11% | 13% | 3% | 1% | 1% | 0% | 0% | 0% | 34% |
| Peak Hour | 8:30 | 11:45 | 11:00 | 11:15 | 9:00 | 10:45 | 10:45 | 11:45 | 9:15 | 10:15 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 2 | 1 | 1 | 3 | 9 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 26 |
| 12:00 - 24:00 | 2 | 6 | 1 | 11 | 20 | 65 | 55 | 29 | 10 | 3 | 0 | 0 | 0 | 202 |
| % | 1% | 3% | 1% | 6% | 10% | 33% | 28% | 15% | 5% | 2% | 0% | 0% | 0% | 101% |
| Peak Hour | 13:30 | 12:00 | 15:00 | 15:30 | 16:15 | 12:45 | 14:45 | 12:15 | 13:30 | 16:45 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 1 | 2 | 1 | 3 | 5 | 13 | 14 | 7 | 3 | 2 | 0 | 0 | 0 | 32 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | 0% | 0% | 0% | 0% | 0% | 2% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 1 | 1 | 0 | 3 | 6 | 19 | 16 | 8 | 2 | 2 | 0 | 0 | 0 | 58 |
| % | 1% | 1% | 0% | 2% | 3% | 10% | 8% | 4% | 1% | 1% | 0% | 0% | 0% | 29% |
| Peak Hour | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:45 | 16:30 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 1 | 1 | 0 | 2 | 5 | 13 | 10 | 6 | 1 | 2 | 0 | 0 | 0 | 32 |

TOTALS

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 2 | 1 | 1 | 17 | 45 | 40 | 15 | 3 | 3 | 0 | 0 | 0 | 130 |
| % | 2% | 1% | 1% | 1% | 9% | 23% | 20% | 8% | 2% | 2% | 0% | 0% | 0% | 65% |
| Peak Hour | 8:30 | 11:45 | 11:00 | 9:15 | 11:45 | 11:00 | 10:45 | 11:45 | 9:45 | 10:15 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 3 | 1 | 1 | 9 | 16 | 16 | 10 | 2 | 2 | 0 | 0 | 0 | 49 |
| 12:00 - 24:00 | 5 | 9 | 4 | 17 | 42 | 95 | 89 | 49 | 18 | 8 | 3 | 0 | 0 | 339 |
| % | 3% | 5% | 2% | 9% | 21% | 48% | 45% | 25% | 9% | 4% | 2% | 0% | 0% | 170% |
| Peak Hour | 16:30 | 12:15 | 15:30 | 15:30 | 12:00 | 12:45 | 14:45 | 12:15 | 13:30 | 16:45 | 14:15 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 2 | 3 | 3 | 5 | 12 | 22 | 20 | 11 | 5 | 3 | 1 | 0 | 0 | 59 |
| 07:00 - 09:00 | 1 | 0 | 0 | 0 | 1 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| % | 1% | 0% | 0% | 0% | 1% | 6% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 1 | 0 | 0 | 0 | 1 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 3 | 1 | 1 | 8 | 8 | 25 | 22 | 12 | 5 | 4 | 1 | 0 | 0 | 90 |
| % | 2% | 1% | 1% | 4% | 4% | 13% | 11% | 6% | 3% | 2% | 1% | 0% | 0% | 45% |
| Peak Hour | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:45 | 16:15 | 16:00 | 16:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 2 | 1 | 1 | 4 | 6 | 16 | 14 | 10 | 3 | 3 | 1 | 0 | 0 | 51 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 32 | 40 | 40 | 48 | 55 | 200 |
| WESTBOUND | 33 | 40 | 39 | 46 | 51 | 269 |
| TOTALS | 32 | 40 | 39 | 47 | 53 | 469 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 4 |
| 15:15 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:45 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 1 | 2 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 5 | 3 | 7 | 30 | 53 | 49 | 29 | 10 | 7 | 3 | 0 | 0 | 200 |
| % of Totals | 2% | 3% | 2% | 4% | 15% | 27% | 25% | 15% | 5% | 4% | 2% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 13:45 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 1 | 0 | 1 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 1 | 0 | 1 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 6 | 2 | 11 | 29 | 87 | 80 | 35 | 11 | 4 | 0 | 0 | 0 | 269 |
| % of Totals | 1% | 2% | 1% | 4% | 11% | 32% | 30% | 13% | 4% | 1% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 1 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 1 | 1 | 0 | 0 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 1 | 0 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 1 | 1 | 1 | 1 | 0 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 12 |
| 14:15 | 1 | 1 | 0 | 0 | 0 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| 15:15 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 1 | 0 | 1 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 1 | 0 | 1 | 1 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 1 | 3 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 1 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Totals | 8 | 11 | 5 | 18 | 59 | 140 | 129 | 64 | 21 | 11 | 3 | 0 | 0 | 469 |
| % of Totals | 2% | 2% | 1% | 4% | 13% | 30% | 28% | 14% | 4% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Piper Ln W/O Observation Rd

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 200 | 269 | 469 |

DAILY TOTALS

### 15-Minutes Interval

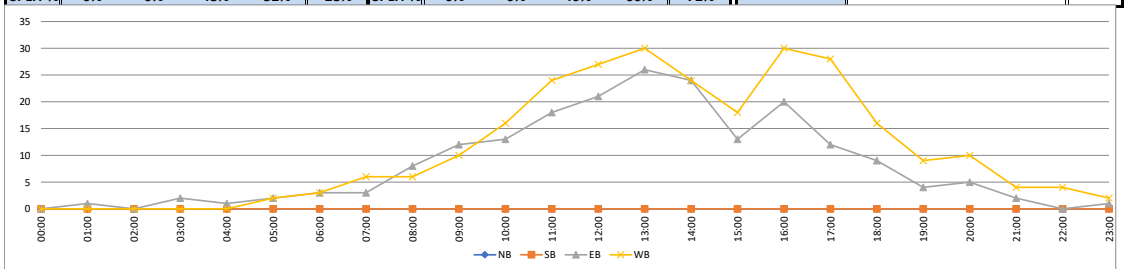
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 4 | 6 | 10 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 5 | 6 | 11 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 8 | 15 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 7 | 12 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 11 | 5 | 16 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 4 | 12 | 16 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 6 | 4 | 10 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 5 | 9 | 14 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 10 | 2 | 12 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 5 | 8 | 13 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 4 | 6 | 10 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 8 | 13 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 4 | 2 | 6 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 3 | 3 | 6 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 1 | 11 | 12 |
| 3:45 | | | 1 | 0 | 1 | 15:45 | | | 5 | 2 | 7 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 1 | 11 | 12 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 9 | 6 | 15 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 5 | 4 | 9 |
| 4:45 | | | 1 | 0 | 1 | 16:45 | | | 5 | 9 | 14 |
| 5:00 | | | 0 | 1 | 1 | 17:00 | | | 2 | 11 | 13 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 6 | 5 | 11 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 4 | 7 | 11 |
| 5:45 | | | 2 | 0 | 2 | 17:45 | | | 0 | 5 | 5 |
| 6:00 | | | 2 | 3 | 5 | 18:00 | | | 0 | 3 | 3 |
| 6:15 | | | 1 | 0 | 1 | 18:15 | | | 2 | 5 | 7 |
| 6:30 | | | 0 | 0 | 0 | 18:30 | | | 3 | 4 | 7 |
| 6:45 | | | 0 | 0 | 0 | 18:45 | | | 4 | 4 | 8 |
| 7:00 | | | 0 | 1 | 1 | 19:00 | | | 0 | 2 | 2 |
| 7:15 | | | 0 | 1 | 1 | 19:15 | | | 2 | 3 | 5 |
| 7:30 | | | 1 | 1 | 2 | 19:30 | | | 1 | 3 | 4 |
| 7:45 | | | 2 | 3 | 5 | 19:45 | | | 1 | 1 | 2 |
| 8:00 | | | 1 | 2 | 3 | 20:00 | | | 3 | 4 | 7 |
| 8:15 | | | 1 | 2 | 3 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 2 | 2 | 4 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 4 | 0 | 4 | 20:45 | | | 0 | 3 | 3 |
| 9:00 | | | 1 | 3 | 4 | 21:00 | | | 0 | 2 | 2 |
| 9:15 | | | 1 | 2 | 3 | 21:15 | | | 1 | 1 | 2 |
| 9:30 | | | 6 | 3 | 9 | 21:30 | | | 1 | 1 | 2 |
| 9:45 | | | 4 | 2 | 6 | 21:45 | | | 0 | 0 | 0 |
| 10:00 | | | 4 | 5 | 9 | 22:00 | | | 0 | 2 | 2 |
| 10:15 | | | 1 | 3 | 4 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 3 | 3 | 6 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 5 | 5 | 10 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 4 | 8 | 12 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 2 | 4 | 6 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 5 | 6 | 11 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 7 | 6 | 13 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 63 | 67 | 130 | TOTALS | 0 | 0 | 137 | 202 | 339 |
| SPLIT % | 0% | 0% | 48% | 52% | 28% | SPLIT % | 0% | 0% | 40% | 60% | 72% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 0 | 0 |
| 01:00 | 02:00 | | | 1 | 0 | 1 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 2 | 0 | 2 |
| 04:00 | 05:00 | | | 1 | 0 | 1 |
| 05:00 | 06:00 | | | 2 | 2 | 4 |
| 06:00 | 07:00 | | | 3 | 3 | 6 |
| 07:00 | 08:00 | | | 3 | 6 | 9 |
| 08:00 | 09:00 | | | 8 | 6 | 14 |
| 09:00 | 10:00 | | | 12 | 10 | 22 |
| 10:00 | 11:00 | | | 13 | 16 | 29 |
| 11:00 | 12:00 | | | 18 | 24 | 42 |
| 12:00 | 13:00 | | | 21 | 27 | 48 |
| 13:00 | 14:00 | | | 26 | 30 | 56 |
| 14:00 | 15:00 | | | 24 | 24 | 48 |
| 15:00 | 16:00 | | | 13 | 18 | 31 |
| 16:00 | 17:00 | | | 20 | 30 | 50 |
| 17:00 | 18:00 | | | 12 | 28 | 40 |
| 18:00 | 19:00 | | | 9 | 16 | 25 |
| 19:00 | 20:00 | | | 4 | 9 | 13 |
| 20:00 | 21:00 | | | 5 | 10 | 15 |
| 21:00 | 22:00 | | | 2 | 4 | 6 |
| 22:00 | 23:00 | | | 0 | 4 | 4 |
| 23:00 | 00:00 | | | 1 | 2 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 63 | 67 | 130 |
| Peak Hour | | | 11:00 | 11:00 | 11:00 |
| Peak Volume | | | 18 | 24 | 42 |
| Peak Hour Factor | | | 0.643 | 0.750 | 0.808 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 137 | 202 | 339 |
| Peak Hour | | | 12:15 | 12:30 | 12:30 |
| Peak Volume | | | 28 | 32 | 59 |
| Peak Hour Factor | | | 0.636 | 0.667 | 0.922 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 11 | 12 | 23 |
| Peak Hour | | | 8:00 | 7:45 | 7:45 |
| Peak Volume | | | 8 | 9 | 15 |
| Peak Hour Factor | | | 0.500 | 0.750 | 0.750 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 32 | 58 | 90 |
| Peak Hour | | | 16:15 | 16:45 | 16:15 |
| Peak Volume | | | 21 | 32 | 51 |
| Peak Hour Factor | | | 0.583 | 0.727 | 0.850 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Day: Saturday
Date: 3/9/2024

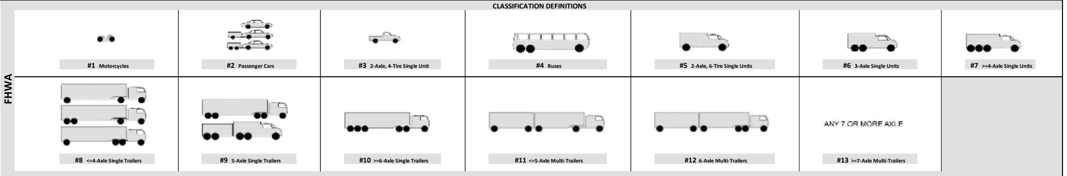
City: Manassas
Project #: VA24 260055 007

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:00 | 0 | 10 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 12 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:00 | 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 19 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 37 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 9:00 | 0 | 22 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 16 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 38 | 20 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 9 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 25 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 0 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 47 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:00 | 0 | 22 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 28 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 50 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 23 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 31 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 0 | 253 | 81 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 0 | 214 | 77 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 0 | 467 | 158 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| % of Totals | | 73% | 23% | 1% | 3% | | | | | | | | | 100% | | 71% | 25% | 0% | 4% | | | | | | | | | 100% | | 72% | 24% | 0% | 3% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

| | NB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | Totals #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 114 | 47 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 0 | 110 | 45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 224 | 92 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| % | 0% | 33% | 14% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% | 0% | 36% | 15% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% | 0% | 35% | 14% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 0:00 | 8:45 | 5:15 | 9:00 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 | 0:00 | 8:45 | 8:45 | 11:15 | 5:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 | 0:00 | 8:45 | 8:45 | 11:15 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 |
| Peak Volume | 0 | 27 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 28 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 55 | 20 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:00 - 24:00 | 0 | 139 | 34 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 104 | 32 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 0 | 243 | 66 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| % | 0% | 40% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% | 0% | 34% | 11% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% | 0% | 38% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 12:00 | 16:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 19:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 19:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 28 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 28 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 50 | 19 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 07:00 - 09:00 | 0 | 29 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 24 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 53 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| % | 0% | 8% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 8% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 8% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 8:00 | 7:45 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 19 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 37 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 16:00 - 18:00 | 0 | 50 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 65 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| % | 0% | 14% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 34 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | Totals #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 253 | 81 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 0 | 214 | 77 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 0 | 467 | 158 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| % of Totals | | 73% | 23% | 1% | 3% | | | | | | | | | 100% | | 71% | 25% | 0% | 4% | | | | | | | | | 100% | | 72% | 24% | 0% | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 345 | 303 | 0 | 0 | 648 |

DAILY TOTALS

### 15-Minutes Interval

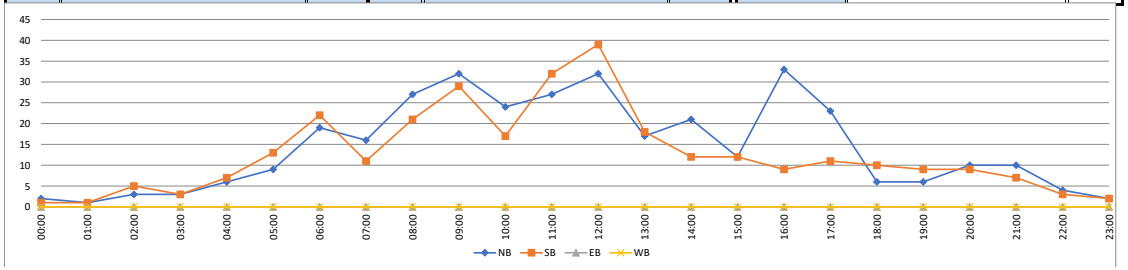
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 10 | 10 | | | 20 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 8 | 6 | | | 14 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 6 | 11 | | | 17 |
| 0:45 | 2 | 0 | | | 2 | 12:45 | 8 | 12 | | | 20 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 7 | 6 | | | 13 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 3 | 7 | | | 10 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 2 | 3 | | | 5 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 5 | 2 | | | 7 |
| 2:00 | 0 | 3 | | | 3 | 14:00 | 2 | 0 | | | 2 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 4 | 5 | | | 9 |
| 2:30 | 3 | 1 | | | 4 | 14:30 | 9 | 5 | | | 14 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 6 | 2 | | | 8 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 0 | 5 | | | 5 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 0 | 1 | | | 1 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 6 | 2 | | | 8 |
| 3:45 | 2 | 1 | | | 3 | 15:45 | 6 | 4 | | | 10 |
| 4:00 | 3 | 1 | | | 4 | 16:00 | 18 | 6 | | | 24 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 3 | 2 | | | 5 |
| 4:30 | 1 | 3 | | | 4 | 16:30 | 3 | 1 | | | 4 |
| 4:45 | 2 | 3 | | | 5 | 16:45 | 9 | 0 | | | 9 |
| 5:00 | 1 | 4 | | | 5 | 17:00 | 11 | 2 | | | 13 |
| 5:15 | 2 | 2 | | | 4 | 17:15 | 3 | 1 | | | 4 |
| 5:30 | 3 | 4 | | | 7 | 17:30 | 5 | 3 | | | 8 |
| 5:45 | 3 | 3 | | | 6 | 17:45 | 4 | 5 | | | 9 |
| 6:00 | 5 | 7 | | | 12 | 18:00 | 1 | 3 | | | 4 |
| 6:15 | 5 | 5 | | | 10 | 18:15 | 3 | 1 | | | 4 |
| 6:30 | 5 | 7 | | | 12 | 18:30 | 1 | 4 | | | 5 |
| 6:45 | 4 | 3 | | | 7 | 18:45 | 1 | 2 | | | 3 |
| 7:00 | 2 | 3 | | | 5 | 19:00 | 3 | 2 | | | 5 |
| 7:15 | 6 | 4 | | | 10 | 19:15 | 2 | 3 | | | 5 |
| 7:30 | 2 | 4 | | | 6 | 19:30 | 1 | 2 | | | 3 |
| 7:45 | 6 | 0 | | | 6 | 19:45 | 0 | 2 | | | 2 |
| 8:00 | 5 | 2 | | | 7 | 20:00 | 1 | 4 | | | 5 |
| 8:15 | 8 | 2 | | | 10 | 20:15 | 1 | 2 | | | 3 |
| 8:30 | 5 | 3 | | | 8 | 20:30 | 3 | 2 | | | 5 |
| 8:45 | 9 | 14 | | | 23 | 20:45 | 5 | 1 | | | 6 |
| 9:00 | 10 | 12 | | | 22 | 21:00 | 7 | 4 | | | 11 |
| 9:15 | 9 | 11 | | | 20 | 21:15 | 0 | 0 | | | 0 |
| 9:30 | 7 | 5 | | | 12 | 21:30 | 1 | 2 | | | 3 |
| 9:45 | 6 | 1 | | | 7 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 3 | 5 | | | 8 | 22:00 | 0 | 1 | | | 1 |
| 10:15 | 5 | 5 | | | 10 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 5 | 1 | | | 6 | 22:30 | 1 | 1 | | | 2 |
| 10:45 | 11 | 6 | | | 17 | 22:45 | 2 | 1 | | | 3 |
| 11:00 | 11 | 8 | | | 19 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 5 | 12 | | | 17 | 23:15 | 0 | 1 | | | 1 |
| 11:30 | 6 | 8 | | | 14 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 5 | 4 | | | 9 | 23:45 | 2 | 0 | | | 2 |
| TOTALS | 169 | 162 | 0 | 0 | 331 | TOTALS | 176 | 141 | 0 | 0 | 317 |
| SPLIT % | 51% | 49% | 0% | 0% | 51% | SPLIT % | 56% | 44% | 0% | 0% | 49% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 2 | 1 | | | 3 |
| 01:00 | 02:00 | 1 | 1 | | | 2 |
| 02:00 | 03:00 | 3 | 5 | | | 8 |
| 03:00 | 04:00 | 3 | 3 | | | 6 |
| 04:00 | 05:00 | 6 | 7 | | | 13 |
| 05:00 | 06:00 | 9 | 13 | | | 22 |
| 06:00 | 07:00 | 19 | 22 | | | 41 |
| 07:00 | 08:00 | 16 | 11 | | | 27 |
| 08:00 | 09:00 | 27 | 21 | | | 48 |
| 09:00 | 10:00 | 32 | 29 | | | 61 |
| 10:00 | 11:00 | 24 | 17 | | | 41 |
| 11:00 | 12:00 | 27 | 32 | | | 59 |
| 12:00 | 13:00 | 32 | 39 | | | 71 |
| 13:00 | 14:00 | 17 | 18 | | | 35 |
| 14:00 | 15:00 | 21 | 12 | | | 33 |
| 15:00 | 16:00 | 12 | 12 | | | 24 |
| 16:00 | 17:00 | 33 | 9 | | | 42 |
| 17:00 | 18:00 | 23 | 11 | | | 34 |
| 18:00 | 19:00 | 6 | 10 | | | 16 |
| 19:00 | 20:00 | 6 | 9 | | | 15 |
| 20:00 | 21:00 | 10 | 9 | | | 19 |
| 21:00 | 22:00 | 10 | 7 | | | 17 |
| 22:00 | 23:00 | 4 | 3 | | | 7 |
| 23:00 | 00:00 | 2 | 2 | | | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 169 | 162 | | | 331 |
| Peak Hour | 8:45 | 8:45 | | | 8:45 |
| Peak Volume | 35 | 42 | | | 77 |
| Peak Hour Factor | 0.875 | 0.750 | | | 0.837 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 176 | 141 | | | 317 |
| Peak Hour | 15:30 | 12:00 | | | 12:00 |
| Peak Volume | 33 | 39 | | | 71 |
| Peak Hour Factor | 0.458 | 0.813 | | | 0.888 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 43 | 32 | | | 75 |
| Peak Hour | 8:00 | 8:00 | | | 8:00 |
| Peak Volume | 27 | 21 | | | 48 |
| Peak Hour Factor | 0.750 | 0.375 | | | 0.522 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 56 | 20 | | | 76 |
| Peak Hour | 16:00 | 17:00 | | | 16:00 |
| Peak Volume | 33 | 11 | | | 42 |
| Peak Hour Factor | 0.458 | 0.550 | | | 0.438 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Dav: Sundav
Date: 3/10/2024

Citv: Manassas
Project #: VA24 260055 007

### HOURLY BREAKDOWN

**NORTHBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 1 | 9 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 1 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 3 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 5 | 234 | 65 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| % of Totals | 2% | 75% | 21% | 1% | 1% | | | | | | | | | 100% |

**SOUTHBOUND**

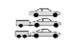
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 1 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 1 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 10 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 188 | 61 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| % of Totals | 1% | 73% | 24% | 0% | 2% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 10 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 9:00 | 1 | 18 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 2 | 29 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 4 | 38 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:00 | 0 | 44 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 13:00 | 0 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 14:00 | 0 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 15:00 | 0 | 35 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 29 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 18:00 | 0 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 7 | 422 | 126 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 |
| % of Totals | 1% | 74% | 22% | 1% | 2% | | | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS


**#1** Motorcycles


**#2** Passenger Cars

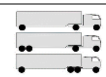
**#3** 2-Axle, 4-Tire Single Unit

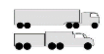
**#4** Buses

**#5** 2-Axle, 6-Tire Single Units

**#6** 3-Axle Single Units

**#7** >=4-Axle Single Units


**#8** <=4-Axle Single Trailers


**#9** 5-Axle Single Trailers

**#10** >=6-Axle Single Trailers

**#11** <=5-Axle Multi-Trailers

**#12** 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

**#13** >=7-Axle Multi-Trailers

### STATISTICS

**NORTHBOUND**

| Period | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 5 | 78 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| | % | 2% | 25% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| | Peak Hour | 11:00 | 11:15 | 9:00 | 0:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| | Peak Volume | 3 | 22 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 - 24:00 | | 0 | 156 | 34 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| | % | 0% | 50% | 11% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| | Peak Hour | 12:00 | 15:45 | 15:45 | 12:30 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| | Peak Volume | 0 | 33 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:00 - 09:00 | | 0 | 20 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | % | 0% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| | Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 - 18:00 | | 0 | 42 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| | % | 0% | 14% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 0 | 23 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |

**SOUTHBOUND**

| Period | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 2 | 80 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| | % | 1% | 31% | 9% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| | Peak Hour | 9:15 | 11:45 | 11:45 | 0:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 1 | 27 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:00 - 24:00 | | 0 | 108 | 37 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| | % | 0% | 42% | 14% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| | Peak Hour | 12:00 | 12:00 | 17:00 | 14:30 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 28 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:00 - 09:00 | | 0 | 12 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | % | 0% | 5% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| | Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | | 0 | 21 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | % | 0% | 8% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| | Peak Hour | 16:00 | 16:15 | 17:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 12 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |

**TOTALS**

| Period | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 7 | 158 | 55 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| | % | 1% | 28% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| | Peak Hour | 11:00 | 11:30 | 11:30 | 0:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 4 | 46 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 - 24:00 | | 0 | 264 | 71 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| | % | 0% | 46% | 13% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% |
| | Peak Hour | 12:00 | 12:00 | 12:00 | 12:30 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 44 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 - 09:00 | | 0 | 32 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| | % | 0% | 6% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 7:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 22 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 - 18:00 | | 0 | 63 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| | % | 0% | 11% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| | Peak Hour | 16:00 | 16:00 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 34 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |

### 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 234 | 65 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| % of Totals | 2% | 75% | 21% | 1% | 1% | | | | | | | | | 100% |

**SOUTHBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 188 | 61 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| % of Totals | 1% | 73% | 24% | 0% | 2% | | | | | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 3 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 7 | 422 | 126 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 |
| % of Totals | 1% | 74% | 22% | 1% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 310 | 258 | 0 | 0 | 568 |

DAILY TOTALS

### 15-Minutes Interval

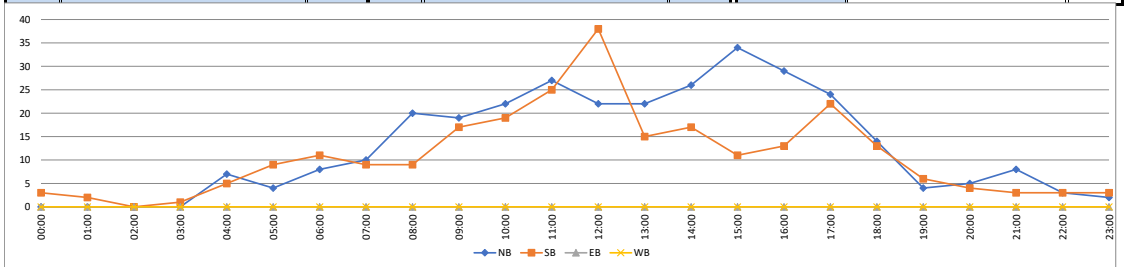
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | | | 2 | 12:00 | 8 | 9 | | | 17 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 6 | 14 | | | 20 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 3 | 9 | | | 12 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 5 | 6 | | | 11 |
| 1:00 | 0 | 1 | | | 1 | 13:00 | 7 | 5 | | | 12 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 6 | 3 | | | 9 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 3 | 5 | | | 8 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 6 | 2 | | | 8 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 3 | 5 | | | 8 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 7 | 5 | | | 12 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 8 | 5 | | | 13 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 8 | 2 | | | 10 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 3 | 2 | | | 5 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 8 | 5 | | | 13 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 3 | 2 | | | 5 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 20 | 2 | | | 22 |
| 4:00 | 0 | 1 | | | 1 | 16:00 | 10 | 2 | | | 12 |
| 4:15 | 0 | 1 | | | 1 | 16:15 | 7 | 3 | | | 10 |
| 4:30 | 2 | 0 | | | 2 | 16:30 | 6 | 5 | | | 11 |
| 4:45 | 5 | 3 | | | 8 | 16:45 | 6 | 3 | | | 9 |
| 5:00 | 1 | 3 | | | 4 | 17:00 | 5 | 5 | | | 10 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 7 | 7 | | | 14 |
| 5:30 | 1 | 2 | | | 3 | 17:30 | 7 | 2 | | | 9 |
| 5:45 | 2 | 4 | | | 6 | 17:45 | 5 | 8 | | | 13 |
| 6:00 | 1 | 1 | | | 2 | 18:00 | 1 | 5 | | | 6 |
| 6:15 | 1 | 3 | | | 4 | 18:15 | 9 | 4 | | | 13 |
| 6:30 | 4 | 5 | | | 9 | 18:30 | 1 | 3 | | | 4 |
| 6:45 | 2 | 2 | | | 4 | 18:45 | 3 | 1 | | | 4 |
| 7:00 | 1 | 3 | | | 4 | 19:00 | 0 | 1 | | | 1 |
| 7:15 | 2 | 1 | | | 3 | 19:15 | 2 | 0 | | | 2 |
| 7:30 | 2 | 0 | | | 2 | 19:30 | 0 | 3 | | | 3 |
| 7:45 | 5 | 5 | | | 10 | 19:45 | 2 | 2 | | | 4 |
| 8:00 | 9 | 2 | | | 11 | 20:00 | 0 | 1 | | | 1 |
| 8:15 | 3 | 1 | | | 4 | 20:15 | 1 | 0 | | | 1 |
| 8:30 | 1 | 2 | | | 3 | 20:30 | 1 | 0 | | | 1 |
| 8:45 | 7 | 4 | | | 11 | 20:45 | 3 | 3 | | | 6 |
| 9:00 | 4 | 2 | | | 6 | 21:00 | 5 | 2 | | | 7 |
| 9:15 | 3 | 5 | | | 8 | 21:15 | 0 | 1 | | | 1 |
| 9:30 | 6 | 5 | | | 11 | 21:30 | 1 | 0 | | | 1 |
| 9:45 | 6 | 5 | | | 11 | 21:45 | 2 | 0 | | | 2 |
| 10:00 | 4 | 4 | | | 8 | 22:00 | 1 | 1 | | | 2 |
| 10:15 | 7 | 1 | | | 8 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 6 | 8 | | | 14 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 5 | 6 | | | 11 | 22:45 | 0 | 2 | | | 2 |
| 11:00 | 5 | 4 | | | 9 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 6 | 7 | | | 13 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 8 | 5 | | | 13 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 8 | 9 | | | 17 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 117 | 110 | 0 | 0 | 227 | TOTALS | 193 | 148 | 0 | 0 | 341 |
| SPLIT % | 52% | 48% | 0% | 0% | 40% | SPLIT % | 57% | 43% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 3 | | | 3 |
| 01:00 | 02:00 | 0 | 2 | | | 2 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 0 | 1 | | | 1 |
| 04:00 | 05:00 | 7 | 5 | | | 12 |
| 05:00 | 06:00 | 4 | 9 | | | 13 |
| 06:00 | 07:00 | 8 | 11 | | | 19 |
| 07:00 | 08:00 | 10 | 9 | | | 19 |
| 08:00 | 09:00 | 20 | 9 | | | 29 |
| 09:00 | 10:00 | 19 | 17 | | | 36 |
| 10:00 | 11:00 | 22 | 19 | | | 41 |
| 11:00 | 12:00 | 27 | 25 | | | 52 |
| 12:00 | 13:00 | 22 | 38 | | | 60 |
| 13:00 | 14:00 | 22 | 15 | | | 37 |
| 14:00 | 15:00 | 26 | 17 | | | 43 |
| 15:00 | 16:00 | 34 | 11 | | | 45 |
| 16:00 | 17:00 | 29 | 13 | | | 42 |
| 17:00 | 18:00 | 24 | 22 | | | 46 |
| 18:00 | 19:00 | 14 | 13 | | | 27 |
| 19:00 | 20:00 | 4 | 6 | | | 10 |
| 20:00 | 21:00 | 5 | 4 | | | 9 |
| 21:00 | 22:00 | 8 | 3 | | | 11 |
| 22:00 | 23:00 | 3 | 3 | | | 6 |
| 23:00 | 00:00 | 2 | 3 | | | 5 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 117 | 110 | | | 227 |
| Peak Hour | 11:00 | 10:30 | | | 11:00 |
| Peak Volume | 27 | 25 | | | 52 |
| Peak Hour Factor | 0.844 | 0.781 | | | 0.765 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 193 | 148 | | | 341 |
| Peak Hour | 15:45 | 12:00 | | | 12:00 |
| Peak Volume | 43 | 38 | | | 60 |
| Peak Hour Factor | 0.538 | 0.679 | | | 0.750 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 30 | 18 | | | 48 |
| Peak Hour | 8:00 | 7:45 | | | 8:00 |
| Peak Volume | 20 | 10 | | | 29 |
| Peak Hour Factor | 0.556 | 0.500 | | | 0.659 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 53 | 35 | | | 88 |
| Peak Hour | 16:00 | 17:00 | | | 17:00 |
| Peak Volume | 29 | 22 | | | 46 |
| Peak Hour Factor | 0.725 | 0.688 | | | 0.821 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

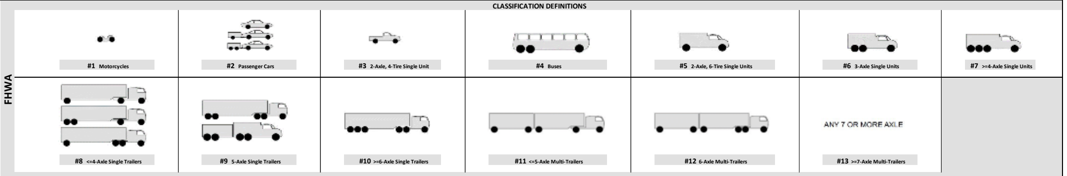
Day: Monday
Date: 3/11/2024

City: Manassas
Project #: VA24 260055 007

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 11 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:00 | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:00 | 0 | 22 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 18 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 40 | 30 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 6:00 | 0 | 44 | 23 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 32 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 76 | 43 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 7:00 | 0 | 55 | 24 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 88 | 0 | 24 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 79 | 39 | 2 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 128 |
| 8:00 | 0 | 26 | 9 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 44 | 0 | 21 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 47 | 18 | 2 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 76 |
| 9:00 | 0 | 22 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 25 | 13 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 47 | 21 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 10:00 | 0 | 29 | 11 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 23 | 12 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 52 | 23 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 11:00 | 0 | 43 | 27 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 80 | 0 | 39 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 82 | 40 | 4 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 136 |
| 12:00 | 0 | 42 | 17 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 48 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 90 | 33 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 13:00 | 0 | 33 | 19 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 41 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 74 | 34 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 14:00 | 0 | 36 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 42 | 10 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 78 | 18 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 15:00 | 0 | 58 | 11 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 42 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 100 | 28 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 136 |
| 16:00 | 0 | 56 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 44 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 100 | 43 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 17:00 | 0 | 45 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 39 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 1 | 84 | 31 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 18:00 | 0 | 26 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 21 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 47 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:00 | 0 | 14 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 41 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 20:00 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 21:00 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 3 | 592 | 245 | 24 | 52 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 925 | 1 | 527 | 216 | 14 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 801 | 4 | 1,119 | 461 | 38 | 92 | 7 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1,726 |
| % of Totals | 0% | 64% | 26% | 3% | 6% | 0% | | 0% | 0% | | | | | 100% | 0% | 66% | 27% | 2% | 5% | 0% | | | | | | | | 100% | 0% | 65% | 27% | 2% | 5% | 0% | | 0% | 0% | | | | | 100% |

### CLASSIFICATION DEFINITIONS




### STATISTICS

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 265 | 130 | 11 | 30 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 443 | 0 | 201 | 94 | 6 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 0 | 466 | 224 | 17 | 51 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 768 |
| % | 0% | 29% | 14% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% | 0% | 25% | 12% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% | 0% | 27% | 13% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% |
| Peak Hour | 0:00 | 7:00 | 11:00 | 8:30 | 11:15 | 10:00 | 0:00 | 0:00 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 | 0:00 | 11:15 | 6:00 | 11:45 | 5:45 | 2:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 0:00 | 11:30 | 6:00 | 11:45 | 8:15 | 10:00 | 0:00 | 0:00 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 55 | 27 | 4 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 88 | 0 | 46 | 20 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 94 | 43 | 6 | 11 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 148 |
| 12:00 - 24:00 | 3 | 327 | 115 | 13 | 22 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 482 | 1 | 326 | 122 | 8 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 476 | 4 | 653 | 237 | 21 | 41 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 958 |
| % | 0% | 35% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% | 0% | 41% | 15% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% | 0% | 38% | 14% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 20:15 | 15:30 | 15:45 | 13:30 | 12:00 | 15:00 | 12:00 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 | 16:45 | 12:15 | 16:15 | 14:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 20:15 | 15:30 | 16:15 | 13:30 | 12:00 | 15:00 | 12:00 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 3 | 69 | 25 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 95 | 1 | 51 | 23 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 3 | 113 | 46 | 7 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 159 |
| 07:00 - 09:00 | 0 | 81 | 33 | 4 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 132 | 0 | 45 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 126 | 57 | 4 | 14 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 204 |
| % | 0% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 7% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 55 | 24 | 2 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 88 | 0 | 24 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 79 | 39 | 2 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 128 |
| 16:00 - 18:00 | 0 | 101 | 35 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 1 | 83 | 39 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 1 | 184 | 74 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| % | 0% | 11% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% | 0% | 10% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% | 0% | 11% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:15 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 0 | 56 | 24 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 1 | 44 | 23 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 1 | 100 | 46 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:30 | 0 | 3 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:45 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:15 | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 23 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 6:30 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 9 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:45 | 0 | 9 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 17 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:00 | 0 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 25 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:15 | 0 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 7 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 14 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:45 | 0 | 15 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:15 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 16 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 8:45 | 0 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 14 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:15 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:15 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 8 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:45 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 16 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:15 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 19 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 11:30 | 0 | 11 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 24 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:45 | 0 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 22 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:00 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 26 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:15 | 0 | 12 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 22 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:30 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 13 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:45 | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 29 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 17 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 24 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 13:15 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 17 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:30 | 0 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 16 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 17 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 13 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 23 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:15 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 0 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 9 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 21 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 24 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:15 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 17 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:30 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:45 | 0 | 25 | 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 35 | 6 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 23 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:15 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 31 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:30 | 0 | 8 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 21 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:45 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 25 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 10 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 23 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | 0 | 12 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:45 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 30 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 18:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 592 | 245 | 24 | 52 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 925 | 1 | 527 | 216 | 14 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 801 | 4 | 1.119 | 461 | 38 | 92 | 7 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1.726 |
| % of Totals | 0% | 64% | 26% | 3% | 6% | 0% | | 0% | 0% | | | | | 100% | 0% | 66% | 27% | 2% | 5% | 0% | | | | | | | | 100% | 0% | 65% | 27% | 2% | 5% | 0% | | 0% | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 925 | 801 | 0 | 0 | 1,726 |

DAILY TOTALS

### 15-Minutes Interval

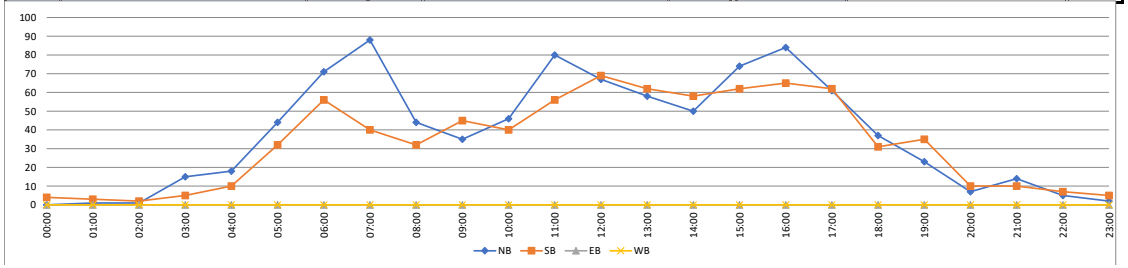
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 17 | 20 | | | 37 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 19 | 14 | | | 33 |
| 0:30 | 0 | 2 | | | 2 | 12:30 | 12 | 16 | | | 28 |
| 0:45 | 0 | 2 | | | 2 | 12:45 | 19 | 19 | | | 38 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 14 | 27 | | | 41 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 15 | 10 | | | 25 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 17 | 14 | | | 31 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 12 | 11 | | | 23 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 18 | 14 | | | 32 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 9 | 13 | | | 22 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 6 | 17 | | | 23 |
| 2:45 | 1 | 1 | | | 2 | 14:45 | 17 | 14 | | | 31 |
| 3:00 | 5 | 2 | | | 7 | 15:00 | 13 | 19 | | | 32 |
| 3:15 | 4 | 0 | | | 4 | 15:15 | 10 | 16 | | | 26 |
| 3:30 | 2 | 1 | | | 3 | 15:30 | 19 | 14 | | | 33 |
| 3:45 | 4 | 2 | | | 6 | 15:45 | 32 | 13 | | | 45 |
| 4:00 | 4 | 0 | | | 4 | 16:00 | 19 | 14 | | | 33 |
| 4:15 | 3 | 3 | | | 6 | 16:15 | 24 | 21 | | | 45 |
| 4:30 | 4 | 2 | | | 6 | 16:30 | 20 | 16 | | | 36 |
| 4:45 | 7 | 5 | | | 12 | 16:45 | 21 | 14 | | | 35 |
| 5:00 | 8 | 5 | | | 13 | 17:00 | 17 | 19 | | | 36 |
| 5:15 | 9 | 7 | | | 16 | 17:15 | 16 | 9 | | | 25 |
| 5:30 | 15 | 9 | | | 24 | 17:30 | 9 | 11 | | | 20 |
| 5:45 | 12 | 11 | | | 23 | 17:45 | 19 | 23 | | | 42 |
| 6:00 | 14 | 11 | | | 25 | 18:00 | 14 | 8 | | | 22 |
| 6:15 | 18 | 15 | | | 33 | 18:15 | 5 | 10 | | | 15 |
| 6:30 | 19 | 18 | | | 37 | 18:30 | 10 | 11 | | | 21 |
| 6:45 | 20 | 12 | | | 32 | 18:45 | 8 | 2 | | | 10 |
| 7:00 | 24 | 12 | | | 36 | 19:00 | 4 | 10 | | | 14 |
| 7:15 | 16 | 9 | | | 25 | 19:15 | 6 | 7 | | | 13 |
| 7:30 | 22 | 8 | | | 30 | 19:30 | 7 | 9 | | | 16 |
| 7:45 | 26 | 11 | | | 37 | 19:45 | 6 | 9 | | | 15 |
| 8:00 | 11 | 9 | | | 20 | 20:00 | 0 | 4 | | | 4 |
| 8:15 | 13 | 10 | | | 23 | 20:15 | 1 | 2 | | | 3 |
| 8:30 | 10 | 6 | | | 16 | 20:30 | 2 | 3 | | | 5 |
| 8:45 | 10 | 7 | | | 17 | 20:45 | 4 | 1 | | | 5 |
| 9:00 | 11 | 16 | | | 27 | 21:00 | 7 | 5 | | | 12 |
| 9:15 | 7 | 10 | | | 17 | 21:15 | 3 | 1 | | | 4 |
| 9:30 | 9 | 8 | | | 17 | 21:30 | 2 | 3 | | | 5 |
| 9:45 | 8 | 11 | | | 19 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 15 | 8 | | | 23 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 10 | 8 | | | 18 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 12 | 10 | | | 22 | 22:30 | 2 | 5 | | | 7 |
| 10:45 | 9 | 14 | | | 23 | 22:45 | 0 | 1 | | | 1 |
| 11:00 | 19 | 9 | | | 28 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 15 | 15 | | | 30 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 26 | 16 | | | 42 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 20 | 16 | | | 36 | 23:45 | 1 | 2 | | | 3 |
| TOTALS | 443 | 325 | 0 | 0 | 768 | TOTALS | 482 | 476 | 0 | 0 | 958 |
| SPLIT % | 58% | 42% | 0% | 0% | 44% | SPLIT % | 50% | 50% | 0% | 0% | 56% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 4 | | | 4 |
| 01:00 | 02:00 | 1 | 3 | | | 4 |
| 02:00 | 03:00 | 1 | 2 | | | 3 |
| 03:00 | 04:00 | 15 | 5 | | | 20 |
| 04:00 | 05:00 | 18 | 10 | | | 28 |
| 05:00 | 06:00 | 44 | 32 | | | 76 |
| 06:00 | 07:00 | 71 | 56 | | | 127 |
| 07:00 | 08:00 | 88 | 40 | | | 128 |
| 08:00 | 09:00 | 44 | 32 | | | 76 |
| 09:00 | 10:00 | 35 | 45 | | | 80 |
| 10:00 | 11:00 | 46 | 40 | | | 86 |
| 11:00 | 12:00 | 80 | 56 | | | 136 |
| 12:00 | 13:00 | 67 | 69 | | | 136 |
| 13:00 | 14:00 | 58 | 62 | | | 120 |
| 14:00 | 15:00 | 50 | 58 | | | 108 |
| 15:00 | 16:00 | 74 | 62 | | | 136 |
| 16:00 | 17:00 | 84 | 65 | | | 149 |
| 17:00 | 18:00 | 61 | 62 | | | 123 |
| 18:00 | 19:00 | 37 | 31 | | | 68 |
| 19:00 | 20:00 | 23 | 35 | | | 58 |
| 20:00 | 21:00 | 7 | 10 | | | 17 |
| 21:00 | 22:00 | 14 | 10 | | | 24 |
| 22:00 | 23:00 | 5 | 7 | | | 12 |
| 23:00 | 00:00 | 2 | 5 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 443 | 325 | | | 768 |
| Peak Hour | 7:00 | 6:15 | | | 6:15 |
| Peak Volume | 88 | 57 | | | 138 |
| Peak Hour Factor | 0.846 | 0.792 | | | 0.932 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 482 | 476 | | | 958 |
| Peak Hour | 15:45 | 12:15 | | | 15:45 |
| Peak Volume | 95 | 76 | | | 159 |
| Peak Hour Factor | 0.742 | 0.704 | | | 0.883 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 132 | 72 | | | 204 |
| Peak Hour | 7:00 | 7:00 | | | 7:00 |
| Peak Volume | 88 | 40 | | | 128 |
| Peak Hour Factor | 0.846 | 0.833 | | | 0.865 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 145 | 127 | | | 272 |
| Peak Hour | 16:00 | 16:15 | | | 16:15 |
| Peak Volume | 84 | 70 | | | 152 |
| Peak Hour Factor | 0.875 | 0.833 | | | 0.844 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Dav: Tuesdav
Date: 3/12/2024

Citv: Manassas
Proiect #: VA24_260055_007

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 3:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 17 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:00 | 0 | 16 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 29 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 5:00 | 0 | 17 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 18 | 11 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 35 | 31 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 6:00 | 1 | 36 | 19 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 28 | 14 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 64 | 33 | 5 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 7:00 | 1 | 52 | 31 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 27 | 19 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 79 | 50 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 8:00 | 0 | 37 | 21 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 22 | 15 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 59 | 36 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 9:00 | 0 | 23 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 22 | 9 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 45 | 19 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 10:00 | 2 | 24 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 23 | 13 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 47 | 29 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 11:00 | 4 | 49 | 35 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 3 | 46 | 21 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 7 | 95 | 56 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 12:00 | 1 | 38 | 18 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 2 | 42 | 24 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 3 | 80 | 42 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 13:00 | 2 | 30 | 20 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 43 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 3 | 73 | 38 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 14:00 | 3 | 38 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 3 | 46 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 6 | 84 | 24 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 15:00 | 2 | 74 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 2 | 41 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 4 | 115 | 31 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 16:00 | 3 | 70 | 19 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 6 | 53 | 25 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 9 | 123 | 44 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 17:00 | 2 | 32 | 9 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 23 | 16 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 2 | 55 | 25 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 18:00 | 1 | 31 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 31 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2 | 62 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 19:00 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 19 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 26 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 20:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 21:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 22 | 613 | 289 | 23 | 44 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 999 | 21 | 546 | 245 | 21 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 886 | 43 | 1,159 | 534 | 44 | 92 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1,885 |
| % of Totals | 2% | 61% | 29% | 2% | 4% | 0% | 0% | | | | | | | 100% | 2% | 62% | 28% | 2% | 5% | 1% | | | | | | | | 100% | 2% | 61% | 28% | 2% | 5% | 0% | 0% | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS


#1 Motorcycles

#2 Passenger Cars

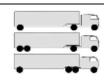
#3 2-Axle, 4-Tire Single Unit

#4 Buses

#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units


#8 <=4-Axle Single Trailers

#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

### STATISTICS

| | NB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOT #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 8 | 273 | 168 | 10 | 26 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 489 | 5 | 217 | 112 | 14 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | 13 | 490 | 280 | 24 | 58 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 873 |
| % | 1% | 27% | 17% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% | 1% | 24% | 13% | 2% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% | 1% | 26% | 15% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 10:30 | 6:45 | 10:45 | 7:15 | 11:00 | 3:15 | 1:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 | 11:15 | 10:45 | 11:30 | 6:00 | 11:00 | 3:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 10:30 | 11:15 | 10:45 | 9:30 | 11:00 | 3:15 | 1:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 4 | 53 | 39 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 4 | 48 | 24 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 7 | 98 | 58 | 6 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 12:00 - 24:00 | 14 | 340 | 121 | 13 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 510 | 16 | 329 | 133 | 7 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502 | 30 | 669 | 254 | 20 | 34 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1012 |
| % | 1% | 34% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% | 2% | 37% | 15% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% | 2% | 35% | 13% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 14:15 | 15:30 | 13:15 | 12:00 | 12:45 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 | 16:00 | 16:00 | 16:00 | 12:00 | 14:30 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 16:00 | 15:45 | 16:00 | 12:00 | 12:45 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 4 | 80 | 22 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 6 | 53 | 25 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 9 | 131 | 44 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 07:00 - 09:00 | 1 | 89 | 52 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 49 | 34 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 1 | 138 | 86 | 7 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| % | 0% | 9% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 6% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 7% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 52 | 31 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 27 | 19 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 79 | 50 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 16:00 - 18:00 | 5 | 102 | 28 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 6 | 76 | 41 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 11 | 178 | 69 | 8 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| % | 1% | 10% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 1% | 9% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 1% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:15 | 16:00 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 70 | 20 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 6 | 53 | 25 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 9 | 123 | 44 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | SB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOT #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 5:00 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 5:45 | 0 | 3 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 12 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 6:15 | 0 | 9 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 18 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 6:30 | 0 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:45 | 1 | 11 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 20 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:00 | 0 | 15 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 26 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 | 0 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 5 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 21 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:30 | 0 | 11 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:45 | 1 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 17 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 11 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:15 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 13 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:45 | 0 | 10 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 17 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 9:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:15 | 0 | 9 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:45 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 12 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:45 | 2 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 1 | 12 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 16 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 28 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 11:15 | 1 | 11 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 21 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 11:30 | 0 | 16 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 12 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 28 | 15 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 | 2 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 18 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 16 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 31 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:15 | 0 | 8 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 12 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:30 | 0 | 6 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:45 | 1 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:00 | 1 | 8 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 17 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 25 | 11 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 13:15 | 1 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 15 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:30 | 0 | 9 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 22 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:45 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 1 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 14 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 24 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:45 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 1 | 13 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 24 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 15:15 | 1 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 26 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15:30 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 34 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 15:45 | 0 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 31 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 14 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 28 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:15 | 1 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 35 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:30 | 1 | 18 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 37 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 16:45 | 1 | 14 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 23 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 17:00 | 1 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 0 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:30 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 20 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 19 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 22 | 613 | 289 | 23 | 44 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 999 | 21 | 546 | 245 | 21 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 886 | 43 | 1.159 | 534 | 44 | 92 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1.885 |
| % of Totals | 2% | 61% | 29% | 2% | 4% | 0% | 0% | | | | | | | 100% | 2% | 62% | 28% | 2% | 5% | 1% | | | | | | | | 100% | 2% | 61% | 28% | 2% | 5% | 0% | 0% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 999 | 886 | 0 | 0 | 1,885 |

DAILY TOTALS

### 15-Minutes Interval

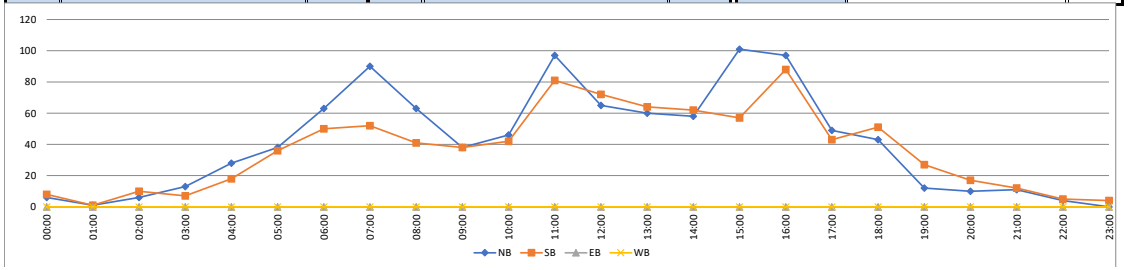
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 1 | | | 3 | 12:00 | 19 | 27 | | | 46 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 17 | 15 | | | 32 |
| 0:30 | 2 | 3 | | | 5 | 12:30 | 12 | 15 | | | 27 |
| 0:45 | 1 | 3 | | | 4 | 12:45 | 17 | 15 | | | 32 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 15 | 26 | | | 41 |
| 1:15 | 1 | 1 | | | 2 | 13:15 | 13 | 12 | | | 25 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 18 | 17 | | | 35 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 14 | 9 | | | 23 |
| 2:00 | 1 | 2 | | | 3 | 14:00 | 18 | 8 | | | 26 |
| 2:15 | 0 | 4 | | | 4 | 14:15 | 14 | 16 | | | 30 |
| 2:30 | 4 | 2 | | | 6 | 14:30 | 14 | 21 | | | 35 |
| 2:45 | 1 | 2 | | | 3 | 14:45 | 12 | 17 | | | 29 |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 24 | 17 | | | 41 |
| 3:15 | 2 | 0 | | | 2 | 15:15 | 26 | 11 | | | 37 |
| 3:30 | 5 | 3 | | | 8 | 15:30 | 22 | 19 | | | 41 |
| 3:45 | 4 | 4 | | | 8 | 15:45 | 29 | 10 | | | 39 |
| 4:00 | 6 | 2 | | | 8 | 16:00 | 17 | 26 | | | 43 |
| 4:15 | 4 | 2 | | | 6 | 16:15 | 30 | 19 | | | 49 |
| 4:30 | 5 | 5 | | | 10 | 16:30 | 25 | 25 | | | 50 |
| 4:45 | 13 | 9 | | | 22 | 16:45 | 25 | 18 | | | 43 |
| 5:00 | 11 | 4 | | | 15 | 17:00 | 14 | 10 | | | 24 |
| 5:15 | 6 | 10 | | | 16 | 17:15 | 13 | 10 | | | 23 |
| 5:30 | 9 | 11 | | | 20 | 17:30 | 12 | 18 | | | 30 |
| 5:45 | 12 | 11 | | | 23 | 17:45 | 10 | 5 | | | 15 |
| 6:00 | 17 | 12 | | | 29 | 18:00 | 14 | 15 | | | 29 |
| 6:15 | 16 | 15 | | | 31 | 18:15 | 14 | 14 | | | 28 |
| 6:30 | 15 | 8 | | | 23 | 18:30 | 5 | 17 | | | 22 |
| 6:45 | 15 | 15 | | | 30 | 18:45 | 10 | 5 | | | 15 |
| 7:00 | 26 | 15 | | | 41 | 19:00 | 3 | 7 | | | 10 |
| 7:15 | 22 | 14 | | | 36 | 19:15 | 3 | 8 | | | 11 |
| 7:30 | 21 | 10 | | | 31 | 19:30 | 1 | 8 | | | 9 |
| 7:45 | 21 | 13 | | | 34 | 19:45 | 5 | 4 | | | 9 |
| 8:00 | 18 | 8 | | | 26 | 20:00 | 1 | 3 | | | 4 |
| 8:15 | 17 | 7 | | | 24 | 20:15 | 3 | 4 | | | 7 |
| 8:30 | 9 | 12 | | | 21 | 20:30 | 1 | 9 | | | 10 |
| 8:45 | 19 | 14 | | | 33 | 20:45 | 5 | 1 | | | 6 |
| 9:00 | 8 | 12 | | | 20 | 21:00 | 1 | 9 | | | 10 |
| 9:15 | 16 | 9 | | | 25 | 21:15 | 2 | 1 | | | 3 |
| 9:30 | 7 | 7 | | | 14 | 21:30 | 5 | 1 | | | 6 |
| 9:45 | 7 | 10 | | | 17 | 21:45 | 3 | 1 | | | 4 |
| 10:00 | 9 | 10 | | | 19 | 22:00 | 1 | 1 | | | 2 |
| 10:15 | 8 | 7 | | | 15 | 22:15 | 0 | 2 | | | 2 |
| 10:30 | 13 | 12 | | | 25 | 22:30 | 3 | 1 | | | 4 |
| 10:45 | 16 | 13 | | | 29 | 22:45 | 0 | 1 | | | 1 |
| 11:00 | 26 | 25 | | | 51 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 24 | 19 | | | 43 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 31 | 22 | | | 53 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 16 | 15 | | | 31 | 23:45 | 0 | 2 | | | 2 |
| TOTALS | 489 | 384 | 0 | 0 | 873 | TOTALS | 510 | 502 | 0 | 0 | 1012 |
| SPLIT % | 56% | 44% | 0% | 0% | 46% | SPLIT % | 50% | 50% | 0% | 0% | 54% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 8 | | | 14 |
| 01:00 | 02:00 | 1 | 1 | | | 2 |
| 02:00 | 03:00 | 6 | 10 | | | 16 |
| 03:00 | 04:00 | 13 | 7 | | | 20 |
| 04:00 | 05:00 | 28 | 18 | | | 46 |
| 05:00 | 06:00 | 38 | 36 | | | 74 |
| 06:00 | 07:00 | 63 | 50 | | | 113 |
| 07:00 | 08:00 | 90 | 52 | | | 142 |
| 08:00 | 09:00 | 63 | 41 | | | 104 |
| 09:00 | 10:00 | 38 | 38 | | | 76 |
| 10:00 | 11:00 | 46 | 42 | | | 88 |
| 11:00 | 12:00 | 97 | 81 | | | 178 |
| 12:00 | 13:00 | 65 | 72 | | | 137 |
| 13:00 | 14:00 | 60 | 64 | | | 124 |
| 14:00 | 15:00 | 58 | 62 | | | 120 |
| 15:00 | 16:00 | 101 | 57 | | | 158 |
| 16:00 | 17:00 | 97 | 88 | | | 185 |
| 17:00 | 18:00 | 49 | 43 | | | 92 |
| 18:00 | 19:00 | 43 | 51 | | | 94 |
| 19:00 | 20:00 | 12 | 27 | | | 39 |
| 20:00 | 21:00 | 10 | 17 | | | 27 |
| 21:00 | 22:00 | 11 | 12 | | | 23 |
| 22:00 | 23:00 | 4 | 5 | | | 9 |
| 23:00 | 00:00 | 0 | 4 | | | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 489 | 384 | | | 873 |
| Peak Hour | 10:45 | 11:00 | | | 11:00 |
| Peak Volume | 97 | 81 | | | 178 |
| Peak Hour Factor | 0.782 | 0.810 | | | 0.840 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 510 | 502 | | | 1012 |
| Peak Hour | 15:00 | 16:00 | | | 16:00 |
| Peak Volume | 101 | 88 | | | 185 |
| Peak Hour Factor | 0.871 | 0.846 | | | 0.925 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 153 | 93 | | | 246 |
| Peak Hour | 7:00 | 7:00 | | | 7:00 |
| Peak Volume | 90 | 52 | | | 142 |
| Peak Hour Factor | 0.865 | 0.867 | | | 0.866 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 146 | 131 | | | 277 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 97 | 88 | | | 185 |
| Peak Hour Factor | 0.808 | 0.846 | | | 0.925 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

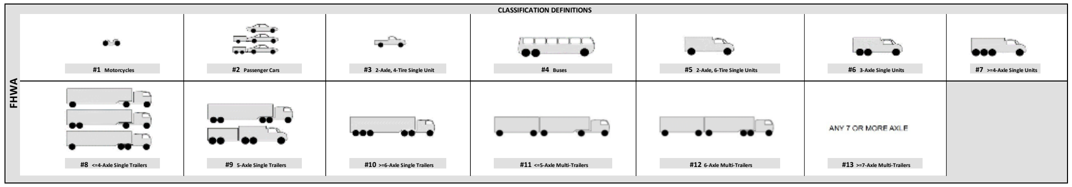
## Wakeman Dr S/O Leidos Aviation Dwy

Day: Wednesday
Date: 3/13/2024

City: Manassas
Project #: VA24 260055 007

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 13 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 23 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 5:00 | 1 | 16 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 24 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 40 | 30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 6:00 | 0 | 39 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 30 | 15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 69 | 32 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 7:00 | 0 | 62 | 30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 29 | 8 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 91 | 38 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 8:00 | 1 | 33 | 12 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 26 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 59 | 26 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 |
| 9:00 | 0 | 45 | 13 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 21 | 8 | 3 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 66 | 21 | 6 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 104 |
| 10:00 | 0 | 38 | 22 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 33 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 71 | 34 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 11:00 | 0 | 47 | 26 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 3 | 39 | 20 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 3 | 86 | 46 | 5 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 12:00 | 1 | 54 | 13 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 1 | 48 | 25 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 2 | 102 | 38 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 13:00 | 2 | 40 | 17 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 53 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 2 | 93 | 36 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 14:00 | 1 | 64 | 32 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 4 | 61 | 18 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 | 5 | 125 | 50 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 190 |
| 15:00 | 1 | 58 | 16 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 81 | 1 | 70 | 20 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 2 | 128 | 36 | 1 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 175 |
| 16:00 | 2 | 60 | 20 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 51 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 2 | 111 | 34 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 17:00 | 0 | 56 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 1 | 28 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 84 | 15 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 18:00 | 0 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 21 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 59 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 20:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 21:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 9 | 709 | 271 | 22 | 47 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1,069 | 12 | 613 | 225 | 15 | 47 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 918 | 21 | 1,322 | 496 | 37 | 94 | 10 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 1,987 |
| % of Totals | 1% | 66% | 25% | 2% | 4% | 1% | 0% | 0% | | | | | | 100% | 1% | 67% | 25% | 2% | 5% | 0% | | 0% | | | | | | 100% | 1% | 67% | 25% | 2% | 5% | 1% | 0% | 0% | | | | | | 100% |




### STATISTICS

| | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 310 | 147 | 11 | 24 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 501 | 5 | 226 | 95 | 11 | 31 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 373 | 7 | 536 | 242 | 22 | 55 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 874 |
| % | 0% | 29% | 14% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% | 1% | 25% | 10% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% | 0% | 27% | 12% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% |
| Peak Hour | 5:00 | 6:45 | 7:00 | 9:15 | 11:00 | 2:45 | 10:30 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 | 11:00 | 11:45 | 11:30 | 10:15 | 10:45 | 2:30 | 0:00 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 11:00 | 11:45 | 11:15 | 9:45 | 11:00 | 2:45 | 10:30 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 62 | 30 | 4 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 3 | 51 | 26 | 4 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 82 | 3 | 103 | 51 | 7 | 14 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 167 |
| 12:00 - 24:00 | 7 | 399 | 124 | 11 | 23 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 568 | 7 | 387 | 130 | 4 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 545 | 14 | 786 | 254 | 15 | 39 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1113 |
| % | 1% | 37% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% | 1% | 42% | 14% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% | 1% | 40% | 13% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 12:15 | 14:15 | 14:00 | 13:45 | 13:15 | 12:15 | 12:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 14:00 | 15:00 | 12:00 | 16:30 | 13:15 | 12:00 | 12:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 | 14:15 | 14:45 | 13:15 | 16:30 | 13:15 | 12:15 | 12:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 66 | 32 | 4 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 104 | 4 | 70 | 25 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 6 | 131 | 52 | 5 | 12 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 190 |
| 07:00 - 09:00 | 1 | 95 | 42 | 1 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 55 | 22 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 1 | 150 | 64 | 3 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 230 |
| % | 0% | 9% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 6% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:45 | 7:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 62 | 30 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 31 | 14 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 91 | 38 | 2 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 16:00 - 18:00 | 2 | 116 | 23 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 1 | 79 | 26 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 3 | 195 | 49 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| % | 0% | 11% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 60 | 20 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 1 | 51 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 2 | 111 | 34 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |

### 15-MINUTE BREAKDOWN

| Time | NB #1 | NB #2 | NB #3 | NB #4 | NB #5 | NB #6 | NB #7 | NB #8 | NB #9 | NB #10 | NB #11 | NB #12 | NB #13 | NB Total | SB #1 | SB #2 | SB #3 | SB #4 | SB #5 | SB #6 | SB #7 | SB #8 | SB #9 | SB #10 | SB #11 | SB #12 | SB #13 | SB Total | T #1 | T #2 | T #3 | T #4 | T #5 | T #6 | T #7 | T #8 | T #9 | T #10 | T #11 | T #12 | T #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 5:45 | 1 | 4 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 12 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:00 | 0 | 10 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 4 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 6:15 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:30 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:45 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:00 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 6 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 22 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 22 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 32 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 7:30 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 8 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 22 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:45 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:15 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:30 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 13 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:45 | 0 | 5 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 7 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:15 | 0 | 10 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:45 | 0 | 15 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:15 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 22 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:30 | 0 | 9 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 14 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:45 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 10 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 8 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 18 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:15 | 0 | 10 | 11 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 21 | 17 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:30 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 21 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:45 | 0 | 12 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 14 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 26 | 14 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 1 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 29 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:15 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 10 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 24 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:30 | 0 | 13 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 24 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:45 | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 25 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 13:00 | 2 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 27 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:15 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 13 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 30 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 13:45 | 0 | 10 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 27 | 6 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:00 | 0 | 15 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 32 | 21 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:15 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 14:30 | 1 | 9 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 26 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:45 | 0 | 19 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 34 | 8 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 15:00 | 1 | 17 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 37 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 15:15 | 0 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 28 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 15:30 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 32 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:45 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 17 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 31 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 36 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:15 | 1 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 23 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:30 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 20 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 1 | 19 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 32 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:15 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 19 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 19 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 31 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:15 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 9 | 709 | 271 | 22 | 47 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1,069 | 12 | 613 | 225 | 15 | 47 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 918 | 21 | 1,322 | 496 | 37 | 94 | 10 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 1,987 |
| % of Totals | 1% | 66% | 25% | 2% | 4% | 1% | 0% | 0% | | | | | | 100% | 1% | 67% | 25% | 2% | 5% | 0% | | 0% | | | | | | 100% | 1% | 67% | 25% | 2% | 5% | 1% | 0% | 0% | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,069 | 918 | 0 | 0 | 1,987 |

DAILY TOTALS

### 15-Minutes Interval

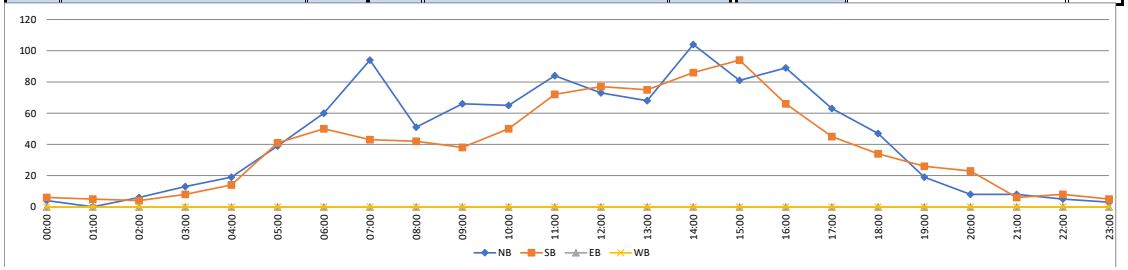
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 1 | | | 2 | 12:00 | 21 | 23 | | | 44 |
| 0:15 | 3 | 0 | | | 3 | 12:15 | 17 | 19 | | | 36 |
| 0:30 | 0 | 3 | | | 3 | 12:30 | 19 | 15 | | | 34 |
| 0:45 | 0 | 2 | | | 2 | 12:45 | 16 | 20 | | | 36 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 17 | 18 | | | 35 |
| 1:15 | 0 | 2 | | | 2 | 13:15 | 10 | 11 | | | 21 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 22 | 25 | | | 47 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 19 | 21 | | | 40 |
| 2:00 | 0 | 2 | | | 2 | 14:00 | 33 | 24 | | | 57 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 25 | 17 | | | 42 |
| 2:30 | 4 | 0 | | | 4 | 14:30 | 20 | 25 | | | 45 |
| 2:45 | 1 | 2 | | | 3 | 14:45 | 26 | 20 | | | 46 |
| 3:00 | 2 | 1 | | | 3 | 15:00 | 27 | 27 | | | 54 |
| 3:15 | 2 | 3 | | | 5 | 15:15 | 21 | 21 | | | 42 |
| 3:30 | 4 | 3 | | | 7 | 15:30 | 18 | 22 | | | 40 |
| 3:45 | 5 | 1 | | | 6 | 15:45 | 15 | 24 | | | 39 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 28 | 23 | | | 51 |
| 4:15 | 7 | 4 | | | 11 | 16:15 | 21 | 13 | | | 34 |
| 4:30 | 8 | 2 | | | 10 | 16:30 | 15 | 14 | | | 29 |
| 4:45 | 3 | 7 | | | 10 | 16:45 | 25 | 16 | | | 41 |
| 5:00 | 10 | 7 | | | 17 | 17:00 | 15 | 11 | | | 26 |
| 5:15 | 3 | 9 | | | 12 | 17:15 | 14 | 12 | | | 26 |
| 5:30 | 9 | 10 | | | 19 | 17:30 | 11 | 5 | | | 16 |
| 5:45 | 17 | 15 | | | 32 | 17:45 | 23 | 17 | | | 40 |
| 6:00 | 18 | 13 | | | 31 | 18:00 | 13 | 12 | | | 25 |
| 6:15 | 12 | 15 | | | 27 | 18:15 | 12 | 2 | | | 14 |
| 6:30 | 17 | 7 | | | 24 | 18:30 | 10 | 12 | | | 22 |
| 6:45 | 13 | 15 | | | 28 | 18:45 | 12 | 8 | | | 20 |
| 7:00 | 21 | 10 | | | 31 | 19:00 | 5 | 13 | | | 18 |
| 7:15 | 34 | 11 | | | 45 | 19:15 | 5 | 1 | | | 6 |
| 7:30 | 20 | 16 | | | 36 | 19:30 | 5 | 7 | | | 12 |
| 7:45 | 19 | 6 | | | 25 | 19:45 | 4 | 5 | | | 9 |
| 8:00 | 10 | 13 | | | 23 | 20:00 | 2 | 11 | | | 13 |
| 8:15 | 19 | 8 | | | 27 | 20:15 | 0 | 4 | | | 4 |
| 8:30 | 12 | 14 | | | 26 | 20:30 | 4 | 4 | | | 8 |
| 8:45 | 10 | 7 | | | 17 | 20:45 | 2 | 4 | | | 6 |
| 9:00 | 17 | 10 | | | 27 | 21:00 | 3 | 1 | | | 4 |
| 9:15 | 16 | 8 | | | 24 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 10 | 12 | | | 22 | 21:30 | 4 | 3 | | | 7 |
| 9:45 | 23 | 8 | | | 31 | 21:45 | 1 | 0 | | | 1 |
| 10:00 | 15 | 10 | | | 25 | 22:00 | 0 | 2 | | | 2 |
| 10:15 | 17 | 15 | | | 32 | 22:15 | 1 | 1 | | | 2 |
| 10:30 | 19 | 12 | | | 31 | 22:30 | 2 | 1 | | | 3 |
| 10:45 | 14 | 13 | | | 27 | 22:45 | 2 | 4 | | | 6 |
| 11:00 | 18 | 15 | | | 33 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 27 | 18 | | | 45 | 23:15 | 0 | 1 | | | 1 |
| 11:30 | 18 | 14 | | | 32 | 23:30 | 1 | 1 | | | 2 |
| 11:45 | 21 | 25 | | | 46 | 23:45 | 1 | 3 | | | 4 |
| TOTALS | 501 | 373 | 0 | 0 | 874 | TOTALS | 568 | 545 | 0 | 0 | 1113 |
| SPLIT % | 57% | 43% | 0% | 0% | 44% | SPLIT % | 51% | 49% | 0% | 0% | 56% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 6 | | | 10 |
| 01:00 | 02:00 | 0 | 5 | | | 5 |
| 02:00 | 03:00 | 6 | 4 | | | 10 |
| 03:00 | 04:00 | 13 | 8 | | | 21 |
| 04:00 | 05:00 | 19 | 14 | | | 33 |
| 05:00 | 06:00 | 39 | 41 | | | 80 |
| 06:00 | 07:00 | 60 | 50 | | | 110 |
| 07:00 | 08:00 | 94 | 43 | | | 137 |
| 08:00 | 09:00 | 51 | 42 | | | 93 |
| 09:00 | 10:00 | 66 | 38 | | | 104 |
| 10:00 | 11:00 | 65 | 50 | | | 115 |
| 11:00 | 12:00 | 84 | 72 | | | 156 |
| 12:00 | 13:00 | 73 | 77 | | | 150 |
| 13:00 | 14:00 | 68 | 75 | | | 143 |
| 14:00 | 15:00 | 104 | 86 | | | 190 |
| 15:00 | 16:00 | 81 | 94 | | | 175 |
| 16:00 | 17:00 | 89 | 66 | | | 155 |
| 17:00 | 18:00 | 63 | 45 | | | 108 |
| 18:00 | 19:00 | 47 | 34 | | | 81 |
| 19:00 | 20:00 | 19 | 26 | | | 45 |
| 20:00 | 21:00 | 8 | 23 | | | 31 |
| 21:00 | 22:00 | 8 | 6 | | | 14 |
| 22:00 | 23:00 | 5 | 8 | | | 13 |
| 23:00 | 00:00 | 3 | 5 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 501 | 373 | | | 874 |
| Peak Hour | 7:00 | 11:00 | | | 11:00 |
| Peak Volume | 94 | 72 | | | 156 |
| Peak Hour Factor | 0.691 | 0.720 | | | 0.848 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 568 | 545 | | | 1113 |
| Peak Hour | 14:00 | 15:00 | | | 14:00 |
| Peak Volume | 104 | 94 | | | 190 |
| Peak Hour Factor | 0.788 | 0.870 | | | 0.833 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 145 | 85 | | | 230 |
| Peak Hour | 7:00 | 7:15 | | | 7:00 |
| Peak Volume | 94 | 46 | | | 137 |
| Peak Hour Factor | 0.691 | 0.719 | | | 0.761 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 152 | 111 | | | 263 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 89 | 66 | | | 155 |
| Peak Hour Factor | 0.795 | 0.717 | | | 0.760 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Dav: Thursdav
Date: 3/14/2024

Citv: Manassas
Project #: VA24 260055 007

## HOURLY BREAKDOWN

### NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:00 | 0 | 13 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 5:00 | 0 | 19 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:00 | 2 | 49 | 34 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 7:00 | 0 | 51 | 31 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 8:00 | 0 | 43 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 9:00 | 1 | 35 | 16 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 0 | 37 | 17 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 1 | 63 | 25 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 12:00 | 3 | 49 | 14 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:00 | 4 | 50 | 22 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 14:00 | 5 | 55 | 27 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 15:00 | 4 | 57 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:00 | 3 | 80 | 16 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 17:00 | 3 | 37 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:00 | 1 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 19:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 27 | 728 | 276 | 30 | 40 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1,108 |
| % of Totals | 2% | 66% | 25% | 3% | 4% | 0% | 0% | | | | | | | 100% |

### SOUTHBOUND

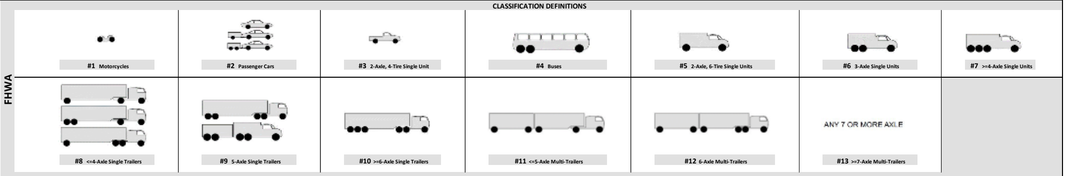
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 1 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 5:00 | 0 | 21 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 6:00 | 0 | 40 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 7:00 | 0 | 29 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:00 | 0 | 32 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 51 |
| 9:00 | 0 | 25 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 0 | 32 | 9 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 41 | 16 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 | 4 | 51 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 13:00 | 3 | 45 | 23 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 14:00 | 5 | 43 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 15:00 | 5 | 51 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 16:00 | 4 | 50 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 17:00 | 1 | 32 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 18:00 | 1 | 31 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:00 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 25 | 596 | 239 | 19 | 36 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 922 |
| % of Totals | 3% | 65% | 26% | 2% | 4% | 1% | | | 0% | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 0 | 15 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 | 1 | 23 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 5:00 | 0 | 40 | 26 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 6:00 | 2 | 89 | 56 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 7:00 | 0 | 80 | 45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 8:00 | 0 | 75 | 28 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 108 |
| 9:00 | 1 | 60 | 26 | 4 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 10:00 | 0 | 69 | 26 | 6 | 4 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 112 |
| 11:00 | 1 | 104 | 41 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 12:00 | 7 | 100 | 36 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 13:00 | 7 | 95 | 45 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 14:00 | 10 | 98 | 49 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 15:00 | 9 | 108 | 32 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 16:00 | 7 | 130 | 34 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 17:00 | 4 | 69 | 17 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 18:00 | 2 | 62 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 19:00 | 0 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:00 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 1 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 52 | 1,324 | 515 | 49 | 76 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2,030 |
| % of Totals | 3% | 65% | 25% | 2% | 4% | 0% | 0% | | 0% | | | | | 100% |

## CLASSIFICATION DEFINITIONS

FHWA




## STATISTICS

### NORTHBOUND

| Period | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 326 | 161 | 13 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 532 |
| % | 0% | 29% | 15% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 11:45 | 11:15 | 5:45 | 9:45 | 6:00 | 9:45 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 6:15 |
| Peak Volume | 3 | 66 | 35 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 12:00 - 24:00 | 23 | 402 | 115 | 17 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 576 |
| % | 2% | 36% | 10% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 13:15 | 16:00 | 13:15 | 16:15 | 12:00 | 12:00 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 5 | 80 | 32 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 07:00 - 09:00 | 0 | 94 | 43 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| % | 0% | 8% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 51 | 31 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 16:00 - 18:00 | 6 | 117 | 22 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| % | 1% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:30 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 80 | 16 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |

### SOUTHBOUND

| Period | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 244 | 110 | 9 | 23 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 394 |
| % | 0% | 26% | 12% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| Peak Hour | 11:45 | 11:30 | 11:30 | 10:45 | 5:30 | 10:00 | 0:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 2 | 48 | 23 | 4 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 |
| 12:00 - 24:00 | 24 | 352 | 129 | 10 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 528 |
| % | 3% | 38% | 14% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| Peak Hour | 13:30 | 15:45 | 13:15 | 13:30 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:15 |
| Peak Volume | 6 | 54 | 26 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 07:00 - 09:00 | 0 | 61 | 30 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 |
| % | 0% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 32 | 16 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 51 |
| 16:00 - 18:00 | 5 | 82 | 29 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| % | 1% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 50 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |

### TOTALS

| Period | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 570 | 271 | 22 | 45 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 926 |
| % | 0% | 28% | 13% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 11:45 | 11:15 | 6:00 | 9:45 | 9:15 | 10:00 | 9:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 5 | 113 | 56 | 7 | 11 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 176 |
| 12:00 - 24:00 | 47 | 754 | 244 | 27 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1104 |
| % | 2% | 37% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 13:15 | 15:45 | 13:15 | 16:15 | 12:15 | 12:00 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:15 |
| Peak Volume | 10 | 131 | 58 | 9 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 07:00 - 09:00 | 0 | 155 | 73 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 239 |
| % | 0% | 8% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 80 | 45 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 131 |
| 16:00 - 18:00 | 11 | 199 | 51 | 10 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| % | 1% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 7 | 130 | 34 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |

## 15-MINUTE BREAKDOWN

### NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:45 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 1 | 14 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:15 | 0 | 11 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:30 | 0 | 15 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:45 | 1 | 9 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 20 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:15 | 0 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:30 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:45 | 0 | 11 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:30 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 1 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:30 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 7 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:15 | 0 | 10 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 9 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 1 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:30 | 0 | 14 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:45 | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 1 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:30 | 2 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 11 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 1 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 1 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 1 | 10 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:45 | 1 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 2 | 18 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 14:15 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 1 | 14 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:45 | 2 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:00 | 2 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 1 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 1 | 25 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:15 | 1 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 18 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:45 | 1 | 22 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:00 | 0 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 3 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:30 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 27 | 728 | 276 | 30 | 40 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.108 |
| % of Totals | 2% | 66% | 25% | 3% | 4% | 0% | 0% | | | | | | | 100% |

### SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:45 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:15 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:45 | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 0 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 12 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 14 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 10 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:15 | 1 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 2 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:00 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 17 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:30 | 1 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 1 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 3 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:15 | 1 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 1 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:45 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 2 | 15 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:15 | 1 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:30 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 1 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 2 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 1 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:30 | 1 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:45 | 0 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 25 | 596 | 239 | 19 | 36 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 922 |
| % of Totals | 3% | 65% | 26% | 2% | 4% | 1% | | | 0% | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:00 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:30 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:30 | 0 | 12 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 5:45 | 0 | 14 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 1 | 22 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:15 | 0 | 18 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:30 | 0 | 24 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 6:45 | 1 | 25 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 30 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 7:15 | 0 | 14 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:45 | 0 | 18 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 20 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:15 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:30 | 0 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:45 | 0 | 26 | 9 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 9:00 | 1 | 25 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 9:15 | 0 | 13 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:30 | 0 | 14 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 8 | 5 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 14 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:15 | 0 | 19 | 6 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:30 | 0 | 21 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:45 | 0 | 15 | 4 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 1 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:15 | 0 | 33 | 11 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:30 | 0 | 24 | 15 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:45 | 0 | 26 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 0 | 30 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:15 | 2 | 24 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:30 | 3 | 18 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:45 | 2 | 28 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 2 | 18 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:15 | 1 | 31 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 2 | 21 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:45 | 2 | 25 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 14:00 | 5 | 28 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:15 | 1 | 20 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 2 | 29 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 14:45 | 2 | 21 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 4 | 30 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:15 | 1 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:30 | 2 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:45 | 2 | 31 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 3 | 38 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 16:15 | 2 | 26 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 16:30 | 1 | 36 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 16:45 | 1 | 30 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 17:00 | 0 | 22 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:15 | 3 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 1 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:30 | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 52 | 1.324 | 515 | 49 | 76 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2.030 |
| % of Totals | 3% | 65% | 25% | 2% | 4% | 0% | 0% | | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,108 | 922 | 0 | 0 | 2,030 |

DAILY TOTALS

### 15-Minutes Interval

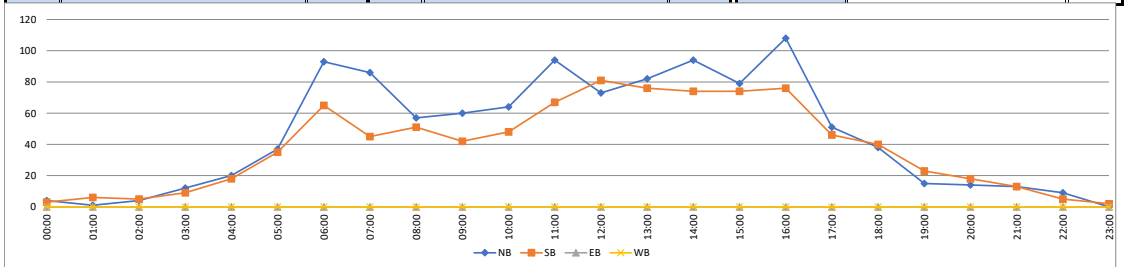
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 24 | 22 | | | 46 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 15 | 22 | | | 37 |
| 0:30 | 0 | 2 | | | 2 | 12:30 | 16 | 11 | | | 27 |
| 0:45 | 3 | 0 | | | 3 | 12:45 | 18 | 26 | | | 44 |
| 1:00 | 0 | 4 | | | 4 | 13:00 | 18 | 11 | | | 29 |
| 1:15 | 1 | 1 | | | 2 | 13:15 | 21 | 29 | | | 50 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 20 | 17 | | | 37 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 23 | 19 | | | 42 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 36 | 20 | | | 56 |
| 2:15 | 1 | 1 | | | 2 | 14:15 | 13 | 17 | | | 30 |
| 2:30 | 1 | 1 | | | 2 | 14:30 | 26 | 22 | | | 48 |
| 2:45 | 2 | 3 | | | 5 | 14:45 | 19 | 15 | | | 34 |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 25 | 22 | | | 47 |
| 3:15 | 1 | 1 | | | 2 | 15:15 | 17 | 19 | | | 36 |
| 3:30 | 3 | 3 | | | 6 | 15:30 | 11 | 14 | | | 25 |
| 3:45 | 6 | 5 | | | 11 | 15:45 | 26 | 19 | | | 45 |
| 4:00 | 4 | 3 | | | 7 | 16:00 | 30 | 20 | | | 50 |
| 4:15 | 6 | 2 | | | 8 | 16:15 | 20 | 18 | | | 38 |
| 4:30 | 3 | 5 | | | 8 | 16:30 | 26 | 24 | | | 50 |
| 4:45 | 7 | 8 | | | 15 | 16:45 | 32 | 14 | | | 46 |
| 5:00 | 5 | 7 | | | 12 | 17:00 | 17 | 11 | | | 28 |
| 5:15 | 6 | 4 | | | 10 | 17:15 | 17 | 11 | | | 28 |
| 5:30 | 13 | 10 | | | 23 | 17:30 | 7 | 11 | | | 18 |
| 5:45 | 13 | 14 | | | 27 | 17:45 | 10 | 13 | | | 23 |
| 6:00 | 25 | 15 | | | 40 | 18:00 | 12 | 10 | | | 22 |
| 6:15 | 22 | 10 | | | 32 | 18:15 | 11 | 8 | | | 19 |
| 6:30 | 28 | 16 | | | 44 | 18:30 | 8 | 15 | | | 23 |
| 6:45 | 18 | 24 | | | 42 | 18:45 | 7 | 7 | | | 14 |
| 7:00 | 30 | 14 | | | 44 | 19:00 | 7 | 8 | | | 15 |
| 7:15 | 17 | 8 | | | 25 | 19:15 | 4 | 6 | | | 10 |
| 7:30 | 17 | 12 | | | 29 | 19:30 | 3 | 7 | | | 10 |
| 7:45 | 22 | 11 | | | 33 | 19:45 | 1 | 2 | | | 3 |
| 8:00 | 17 | 12 | | | 29 | 20:00 | 3 | 2 | | | 5 |
| 8:15 | 12 | 9 | | | 21 | 20:15 | 6 | 5 | | | 11 |
| 8:30 | 9 | 11 | | | 20 | 20:30 | 3 | 11 | | | 14 |
| 8:45 | 19 | 19 | | | 38 | 20:45 | 2 | 0 | | | 2 |
| 9:00 | 17 | 19 | | | 36 | 21:00 | 3 | 2 | | | 5 |
| 9:15 | 18 | 4 | | | 22 | 21:15 | 4 | 8 | | | 12 |
| 9:30 | 11 | 12 | | | 23 | 21:30 | 4 | 3 | | | 7 |
| 9:45 | 14 | 7 | | | 21 | 21:45 | 2 | 0 | | | 2 |
| 10:00 | 20 | 8 | | | 28 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 18 | 11 | | | 29 | 22:15 | 1 | 1 | | | 2 |
| 10:30 | 16 | 16 | | | 32 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 10 | 13 | | | 23 | 22:45 | 5 | 3 | | | 8 |
| 11:00 | 20 | 11 | | | 31 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 28 | 22 | | | 50 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 26 | 19 | | | 45 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 20 | 15 | | | 35 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 532 | 394 | 0 | 0 | 926 | TOTALS | 576 | 528 | 0 | 0 | 1104 |
| SPLIT % | 57% | 43% | 0% | 0% | 46% | SPLIT % | 52% | 48% | 0% | 0% | 54% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 3 | | | 7 |
| 01:00 | 02:00 | 1 | 6 | | | 7 |
| 02:00 | 03:00 | 4 | 5 | | | 9 |
| 03:00 | 04:00 | 12 | 9 | | | 21 |
| 04:00 | 05:00 | 20 | 18 | | | 38 |
| 05:00 | 06:00 | 37 | 35 | | | 72 |
| 06:00 | 07:00 | 93 | 65 | | | 158 |
| 07:00 | 08:00 | 86 | 45 | | | 131 |
| 08:00 | 09:00 | 57 | 51 | | | 108 |
| 09:00 | 10:00 | 60 | 42 | | | 102 |
| 10:00 | 11:00 | 64 | 48 | | | 112 |
| 11:00 | 12:00 | 94 | 67 | | | 161 |
| 12:00 | 13:00 | 73 | 81 | | | 154 |
| 13:00 | 14:00 | 82 | 76 | | | 158 |
| 14:00 | 15:00 | 94 | 74 | | | 168 |
| 15:00 | 16:00 | 79 | 74 | | | 153 |
| 16:00 | 17:00 | 108 | 76 | | | 184 |
| 17:00 | 18:00 | 51 | 46 | | | 97 |
| 18:00 | 19:00 | 38 | 40 | | | 78 |
| 19:00 | 20:00 | 15 | 23 | | | 38 |
| 20:00 | 21:00 | 14 | 18 | | | 32 |
| 21:00 | 22:00 | 13 | 13 | | | 26 |
| 22:00 | 23:00 | 9 | 5 | | | 14 |
| 23:00 | 00:00 | 0 | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 532 | 394 | | | 926 |
| Peak Hour | 6:15 | 11:00 | | | 6:15 |
| Peak Volume | 98 | 67 | | | 162 |
| Peak Hour Factor | 0.817 | 0.761 | | | 0.920 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 576 | 528 | | | 1104 |
| Peak Hour | 16:00 | 13:15 | | | 13:15 |
| Peak Volume | 108 | 85 | | | 185 |
| Peak Hour Factor | 0.844 | 0.733 | | | 0.826 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 143 | 96 | | | 239 |
| Peak Hour | 7:00 | 8:00 | | | 7:00 |
| Peak Volume | 86 | 51 | | | 131 |
| Peak Hour Factor | 0.717 | 0.671 | | | 0.744 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 159 | 122 | | | 281 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 108 | 76 | | | 184 |
| Peak Hour Factor | 0.844 | 0.792 | | | 0.920 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Dav: Fridav
Date: 3/15/2024

Citv: Manassas
Project #: VA24 260055 007

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 12 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 0 | 21 | 13 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 6:00 | 1 | 40 | 29 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 7:00 | 0 | 42 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 8:00 | 0 | 31 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:00 | 0 | 29 | 13 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 35 | 15 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 59 |
| 11:00 | 3 | 56 | 23 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 12:00 | 0 | 43 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 13:00 | 0 | 45 | 19 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 0 | 32 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 15:00 | 1 | 42 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 2 | 50 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 17:00 | 0 | 38 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 18:00 | 1 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 8 | 586 | 222 | 21 | 40 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 884 |
| % of Totals | 1% | 66% | 25% | 2% | 5% | 1% | | | 0% | | | | | 100% |

SOUTHBOUND

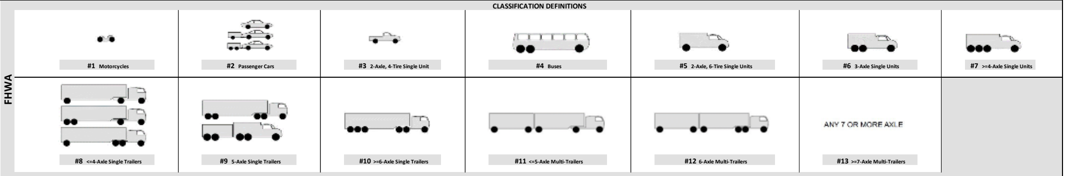
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 1 | 12 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 0 | 18 | 11 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 6:00 | 0 | 28 | 9 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 26 | 19 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 8:00 | 0 | 24 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 9:00 | 0 | 25 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 10:00 | 0 | 31 | 12 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 1 | 44 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 12:00 | 0 | 39 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 13:00 | 1 | 50 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 14:00 | 1 | 58 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 15:00 | 0 | 34 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 1 | 39 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 0 | 23 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 19:00 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 5 | 523 | 191 | 13 | 35 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 773 |
| % of Totals | 1% | 68% | 25% | 2% | 5% | 0% | | | 1% | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 1 | 24 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 5:00 | 0 | 39 | 24 | 3 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 74 |
| 6:00 | 1 | 68 | 38 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 118 |
| 7:00 | 0 | 68 | 35 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 111 |
| 8:00 | 0 | 55 | 24 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 9:00 | 0 | 54 | 19 | 2 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 85 |
| 10:00 | 0 | 66 | 27 | 8 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 109 |
| 11:00 | 4 | 100 | 39 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 12:00 | 0 | 82 | 33 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 13:00 | 1 | 95 | 33 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 14:00 | 1 | 90 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 15:00 | 1 | 76 | 33 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 16:00 | 3 | 89 | 27 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 17:00 | 0 | 61 | 9 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 18:00 | 1 | 43 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 19:00 | 0 | 31 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Totals | 13 | 1,109 | 413 | 34 | 75 | 7 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1,657 |
| % of Totals | 1% | 67% | 25% | 2% | 5% | 0% | | | 0% | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 279 | 133 | 13 | 23 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 457 |
| % | 0% | 32% | 15% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 11:00 | 11:15 | 6:00 | 10:00 | 9:15 | 3:30 | 0:00 | 0:00 | 5:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 3 | 58 | 29 | 6 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 91 |
| 12:00 - 24:00 | 4 | 307 | 89 | 8 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 427 |
| % | 0% | 35% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 16:00 | 16:00 | 12:15 | 12:00 | 12:30 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 2 | 50 | 20 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 07:00 - 09:00 | 0 | 73 | 28 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| % | 0% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 42 | 16 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 16:00 - 18:00 | 2 | 88 | 17 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| % | 0% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 50 | 11 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 225 | 93 | 8 | 22 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 356 |
| % | 0% | 29% | 12% | 1% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 46% |
| Peak Hour | 4:00 | 10:45 | 11:30 | 11:15 | 5:15 | 3:45 | 0:00 | 0:00 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 1 | 46 | 21 | 3 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 73 |
| 12:00 - 24:00 | 3 | 298 | 98 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417 |
| % | 0% | 39% | 13% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 13:15 | 14:00 | 15:45 | 12:00 | 13:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 2 | 58 | 22 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 07:00 - 09:00 | 0 | 50 | 31 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 88 |
| % | 0% | 6% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 30 | 20 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| 16:00 - 18:00 | 1 | 62 | 19 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| % | 0% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 39 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 504 | 226 | 21 | 45 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 813 |
| % | 0% | 30% | 14% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 11:00 | 11:15 | 11:30 | 10:00 | 5:30 | 3:45 | 0:00 | 0:00 | 5:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 4 | 103 | 43 | 8 | 12 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 159 |
| 12:00 - 24:00 | 7 | 605 | 187 | 13 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 844 |
| % | 0% | 37% | 11% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 16:00 | 14:15 | 12:15 | 12:00 | 12:45 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 3 | 98 | 39 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 07:00 - 09:00 | 0 | 123 | 59 | 3 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 195 |
| % | 0% | 7% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:30 | 7:00 | 7:30 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 69 | 35 | 2 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 111 |
| 16:00 - 18:00 | 3 | 150 | 36 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| % | 0% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 89 | 27 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 1 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:15 | 0 | 10 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:30 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:45 | 0 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:15 | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 10 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 10 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 3 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:15 | 0 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 12 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:30 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 9 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 1 | 21 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 1 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 8 | 586 | 222 | 21 | 40 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 884 |
| % of Totals | 1% | 66% | 25% | 2% | 5% | 1% | | | 0% | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:45 | 0 | 5 | 7 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 7:15 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 12 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 1 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 13 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 1 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 1 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:45 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 1 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 523 | 191 | 13 | 35 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 773 |
| % of Totals | 1% | 68% | 25% | 2% | 5% | 0% | | | 1% | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:30 | 0 | 11 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:45 | 0 | 11 | 10 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 1 | 16 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 6:15 | 0 | 16 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:30 | 0 | 14 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:45 | 0 | 22 | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 21 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 14 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 11 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:45 | 0 | 22 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 16 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:15 | 0 | 20 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:30 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 7 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:15 | 0 | 19 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 9:30 | 0 | 17 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 11 | 6 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 14 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:15 | 0 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 28 |
| 10:30 | 0 | 9 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:45 | 0 | 23 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 11:00 | 0 | 22 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:15 | 0 | 27 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 11:30 | 1 | 23 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:45 | 3 | 28 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 12:00 | 0 | 25 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:15 | 0 | 25 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:30 | 0 | 13 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 25 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:15 | 0 | 24 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:30 | 1 | 26 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:45 | 0 | 20 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:00 | 1 | 18 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 26 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:30 | 0 | 25 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:45 | 0 | 21 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 1 | 26 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15:15 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 22 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:45 | 0 | 15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 1 | 36 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 16:15 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:30 | 1 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:45 | 1 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 1 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 13 | 1.109 | 413 | 34 | 75 | 7 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1.657 |
| % of Totals | 1% | 67% | 25% | 2% | 5% | 0% | | | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 884 | 773 | 0 | 0 | 1,657 |

DAILY TOTALS

### 15-Minutes Interval

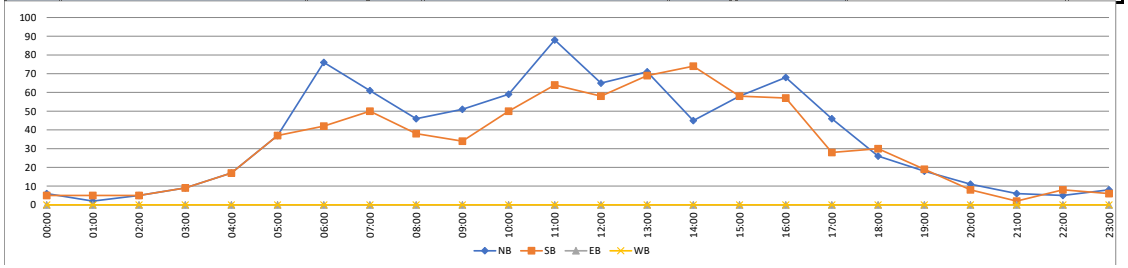
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 22 | 16 | | | 38 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 17 | 21 | | | 38 |
| 0:30 | 3 | 3 | | | 6 | 12:30 | 16 | 7 | | | 23 |
| 0:45 | 0 | 2 | | | 2 | 12:45 | 10 | 14 | | | 24 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 22 | 22 | | | 44 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 14 | 15 | | | 29 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 21 | 16 | | | 37 |
| 1:45 | 1 | 1 | | | 2 | 13:45 | 14 | 16 | | | 30 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 8 | 18 | | | 26 |
| 2:15 | 1 | 2 | | | 3 | 14:15 | 14 | 17 | | | 31 |
| 2:30 | 1 | 1 | | | 2 | 14:30 | 10 | 19 | | | 29 |
| 2:45 | 3 | 1 | | | 4 | 14:45 | 13 | 20 | | | 33 |
| 3:00 | 2 | 4 | | | 6 | 15:00 | 20 | 17 | | | 37 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 12 | 8 | | | 20 |
| 3:30 | 3 | 3 | | | 6 | 15:30 | 14 | 18 | | | 32 |
| 3:45 | 4 | 1 | | | 5 | 15:45 | 12 | 15 | | | 27 |
| 4:00 | 4 | 2 | | | 6 | 16:00 | 29 | 17 | | | 46 |
| 4:15 | 4 | 1 | | | 5 | 16:15 | 11 | 15 | | | 26 |
| 4:30 | 4 | 6 | | | 10 | 16:30 | 16 | 16 | | | 32 |
| 4:45 | 5 | 8 | | | 13 | 16:45 | 12 | 9 | | | 21 |
| 5:00 | 10 | 2 | | | 12 | 17:00 | 16 | 6 | | | 22 |
| 5:15 | 2 | 9 | | | 11 | 17:15 | 14 | 11 | | | 25 |
| 5:30 | 15 | 9 | | | 24 | 17:30 | 8 | 5 | | | 13 |
| 5:45 | 10 | 17 | | | 27 | 17:45 | 8 | 6 | | | 14 |
| 6:00 | 22 | 11 | | | 33 | 18:00 | 12 | 11 | | | 23 |
| 6:15 | 18 | 8 | | | 26 | 18:15 | 4 | 7 | | | 11 |
| 6:30 | 14 | 10 | | | 24 | 18:30 | 7 | 10 | | | 17 |
| 6:45 | 22 | 13 | | | 35 | 18:45 | 3 | 2 | | | 5 |
| 7:00 | 19 | 12 | | | 31 | 19:00 | 10 | 3 | | | 13 |
| 7:15 | 16 | 10 | | | 26 | 19:15 | 6 | 5 | | | 11 |
| 7:30 | 12 | 9 | | | 21 | 19:30 | 1 | 4 | | | 5 |
| 7:45 | 14 | 19 | | | 33 | 19:45 | 1 | 7 | | | 8 |
| 8:00 | 14 | 11 | | | 25 | 20:00 | 0 | 2 | | | 2 |
| 8:15 | 16 | 14 | | | 30 | 20:15 | 2 | 3 | | | 5 |
| 8:30 | 7 | 6 | | | 13 | 20:30 | 7 | 1 | | | 8 |
| 8:45 | 9 | 7 | | | 16 | 20:45 | 2 | 2 | | | 4 |
| 9:00 | 7 | 6 | | | 13 | 21:00 | 3 | 0 | | | 3 |
| 9:15 | 17 | 11 | | | 28 | 21:15 | 1 | 0 | | | 1 |
| 9:30 | 16 | 7 | | | 23 | 21:30 | 0 | 1 | | | 1 |
| 9:45 | 11 | 10 | | | 21 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 11 | 11 | | | 22 | 22:00 | 3 | 3 | | | 6 |
| 10:15 | 15 | 13 | | | 28 | 22:15 | 2 | 2 | | | 4 |
| 10:30 | 13 | 8 | | | 21 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 20 | 18 | | | 38 | 22:45 | 0 | 3 | | | 3 |
| 11:00 | 19 | 12 | | | 31 | 23:00 | 1 | 3 | | | 4 |
| 11:15 | 22 | 16 | | | 38 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 17 | 19 | | | 36 | 23:30 | 2 | 2 | | | 4 |
| 11:45 | 30 | 17 | | | 47 | 23:45 | 3 | 1 | | | 4 |
| TOTALS | 457 | 356 | 0 | 0 | 813 | TOTALS | 427 | 417 | 0 | 0 | 844 |
| SPLIT % | 56% | 44% | 0% | 0% | 49% | SPLIT % | 51% | 49% | 0% | 0% | 51% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 5 | | | 11 |
| 01:00 | 02:00 | 2 | 5 | | | 7 |
| 02:00 | 03:00 | 5 | 5 | | | 10 |
| 03:00 | 04:00 | 9 | 9 | | | 18 |
| 04:00 | 05:00 | 17 | 17 | | | 34 |
| 05:00 | 06:00 | 37 | 37 | | | 74 |
| 06:00 | 07:00 | 76 | 42 | | | 118 |
| 07:00 | 08:00 | 61 | 50 | | | 111 |
| 08:00 | 09:00 | 46 | 38 | | | 84 |
| 09:00 | 10:00 | 51 | 34 | | | 85 |
| 10:00 | 11:00 | 59 | 50 | | | 109 |
| 11:00 | 12:00 | 88 | 64 | | | 152 |
| 12:00 | 13:00 | 65 | 58 | | | 123 |
| 13:00 | 14:00 | 71 | 69 | | | 140 |
| 14:00 | 15:00 | 45 | 74 | | | 119 |
| 15:00 | 16:00 | 58 | 58 | | | 116 |
| 16:00 | 17:00 | 68 | 57 | | | 125 |
| 17:00 | 18:00 | 46 | 28 | | | 74 |
| 18:00 | 19:00 | 26 | 30 | | | 56 |
| 19:00 | 20:00 | 18 | 19 | | | 37 |
| 20:00 | 21:00 | 11 | 8 | | | 19 |
| 21:00 | 22:00 | 6 | 2 | | | 8 |
| 22:00 | 23:00 | 5 | 8 | | | 13 |
| 23:00 | 00:00 | 8 | 6 | | | 14 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 457 | 356 | | | 813 |
| Peak Hour | 11:00 | 10:45 | | | 11:00 |
| Peak Volume | 88 | 65 | | | 152 |
| Peak Hour Factor | 0.733 | 0.855 | | | 0.809 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 427 | 417 | | | 844 |
| Peak Hour | 13:00 | 14:00 | | | 13:00 |
| Peak Volume | 71 | 74 | | | 140 |
| Peak Hour Factor | 0.807 | 0.925 | | | 0.795 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 107 | 88 | | | 195 |
| Peak Hour | 7:00 | 7:30 | | | 7:00 |
| Peak Volume | 61 | 53 | | | 111 |
| Peak Hour Factor | 0.803 | 0.697 | | | 0.841 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 114 | 85 | | | 199 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 68 | 57 | | | 125 |
| Peak Hour Factor | 0.586 | 0.838 | | | 0.679 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Day: Saturday
Date: 3/16/2024

City: Manassas
Project #: VA24 260055 007

### HOURLY BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:00 | 0 | 14 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 1 | 27 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 4 | 21 | 9 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 2 | 25 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 | 3 | 29 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 1 | 29 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 14:00 | 1 | 25 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:00 | 2 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 2 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:00 | 2 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 19 | 357 | 104 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 503 |
| % of Totals | 4% | 71% | 21% | 1% | 4% | | | | | | | | | 100% |

SOUTHBOUND

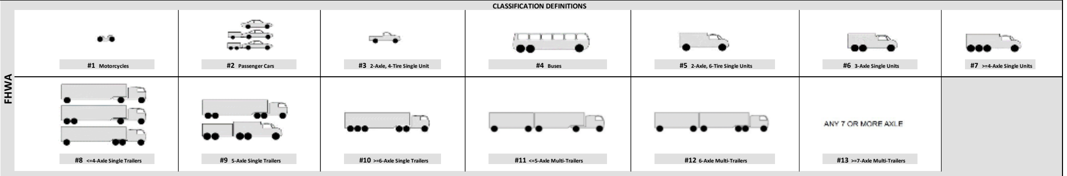
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 0 | 20 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 17 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 3 | 26 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:00 | 4 | 24 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:00 | 1 | 28 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:00 | 2 | 26 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 2 | 28 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:00 | 0 | 21 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 15 | 322 | 89 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| % of Totals | 3% | 71% | 20% | 0% | 6% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 1 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 31 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 7:00 | 0 | 27 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 8:00 | 0 | 32 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 9:00 | 1 | 47 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 10:00 | 4 | 38 | 13 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 5 | 51 | 20 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 12:00 | 7 | 53 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:00 | 2 | 57 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 14:00 | 3 | 51 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 15:00 | 4 | 54 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 16:00 | 2 | 50 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 17:00 | 5 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 0 | 40 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 20:00 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 21:00 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 34 | 679 | 193 | 4 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 956 |
| % of Totals | 4% | 71% | 20% | 0% | 5% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 8 | 132 | 58 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| % | 2% | 26% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 10:30 | 10:45 | 9:30 | 5:45 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 6 | 34 | 12 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 - 24:00 | 11 | 225 | 46 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| % | 2% | 45% | 9% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 12:45 | 12:30 | 15:45 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 4 | 36 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:00 - 09:00 | 0 | 29 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| % | 0% | 6% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 15 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 - 18:00 | 4 | 55 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| % | 1% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 3 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |

SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 127 | 48 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| % | 1% | 28% | 11% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 11:45 | 10:45 | 9:00 | 0:00 | 9:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 5 | 28 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:00 - 24:00 | 12 | 195 | 41 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| % | 3% | 43% | 9% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 12:00 | 12:45 | 13:00 | 15:45 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 4 | 30 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:00 - 09:00 | 0 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| % | 0% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 - 18:00 | 3 | 32 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| % | 1% | 7% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 21 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 11 | 259 | 106 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 401 |
| % | 1% | 27% | 11% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 10:30 | 10:45 | 9:30 | 5:45 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 8 | 62 | 23 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:00 - 24:00 | 23 | 420 | 87 | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 555 |
| % | 2% | 44% | 9% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 12:00 | 12:30 | 12:45 | 15:45 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 7 | 62 | 19 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 07:00 - 09:00 | 0 | 59 | 26 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| % | 0% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 32 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:00 - 18:00 | 7 | 87 | 22 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| % | 1% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 5 | 50 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:45 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 3 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:45 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 19 | 357 | 104 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 503 |
| % of Totals | 4% | 71% | 21% | 1% | 4% | | | | | | | | | 100% |

SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 1 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 1 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 15 | 322 | 89 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| % of Totals | 3% | 71% | 20% | 0% | 6% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 | 1 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 8 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:15 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 1 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:30 | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 0 | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:30 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 20 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 1 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:15 | 3 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 11 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 1 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 2 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 2 | 16 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 3 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 14 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:15 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 2 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 14 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 9 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 2 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 1 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 1 | 25 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:45 | 2 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 1 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:30 | 1 | 14 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 2 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 3 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 34 | 679 | 193 | 4 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 956 |
| % of Totals | 4% | 71% | 20% | 0% | 5% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 503 | 453 | 0 | 0 | 956 |

DAILY TOTALS

### 15-Minutes Interval

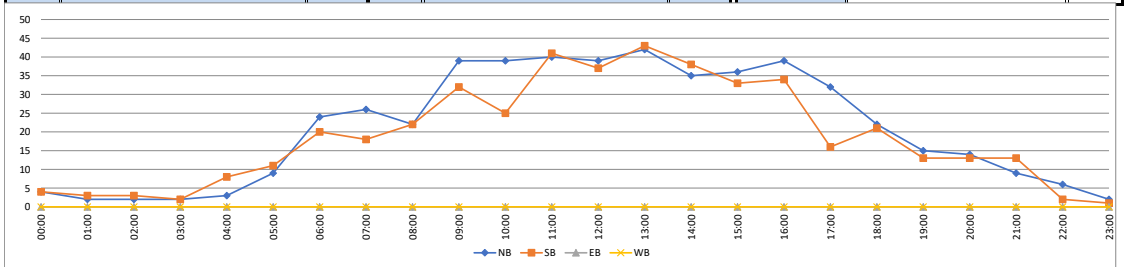
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 3 | | | 5 | 12:00 | 10 | 9 | | | 19 |
| 0:15 | 2 | 1 | | | 3 | 12:15 | 3 | 8 | | | 11 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 11 | 10 | | | 21 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 15 | 10 | | | 25 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 11 | 12 | | | 23 |
| 1:15 | 0 | 2 | | | 2 | 13:15 | 15 | 5 | | | 20 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 6 | 15 | | | 21 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 10 | 11 | | | 21 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 6 | 10 | | | 16 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 9 | 9 | | | 18 |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 11 | 12 | | | 23 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 9 | 7 | | | 16 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 6 | 6 | | | 12 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 8 | 4 | | | 12 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 12 | 17 | | | 29 |
| 3:45 | 2 | 1 | | | 3 | 15:45 | 10 | 6 | | | 16 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 12 | 6 | | | 18 |
| 4:15 | 0 | 2 | | | 2 | 16:15 | 9 | 9 | | | 18 |
| 4:30 | 2 | 1 | | | 3 | 16:30 | 14 | 11 | | | 25 |
| 4:45 | 1 | 5 | | | 6 | 16:45 | 4 | 8 | | | 12 |
| 5:00 | 0 | 2 | | | 2 | 17:00 | 16 | 1 | | | 17 |
| 5:15 | 1 | 0 | | | 1 | 17:15 | 5 | 2 | | | 7 |
| 5:30 | 3 | 3 | | | 6 | 17:30 | 3 | 6 | | | 9 |
| 5:45 | 5 | 6 | | | 11 | 17:45 | 8 | 7 | | | 15 |
| 6:00 | 5 | 4 | | | 9 | 18:00 | 7 | 6 | | | 13 |
| 6:15 | 6 | 6 | | | 12 | 18:15 | 6 | 5 | | | 11 |
| 6:30 | 7 | 4 | | | 11 | 18:30 | 7 | 7 | | | 14 |
| 6:45 | 6 | 6 | | | 12 | 18:45 | 2 | 3 | | | 5 |
| 7:00 | 11 | 5 | | | 16 | 19:00 | 5 | 5 | | | 10 |
| 7:15 | 7 | 5 | | | 12 | 19:15 | 2 | 4 | | | 6 |
| 7:30 | 3 | 5 | | | 8 | 19:30 | 6 | 3 | | | 9 |
| 7:45 | 5 | 3 | | | 8 | 19:45 | 2 | 1 | | | 3 |
| 8:00 | 2 | 2 | | | 4 | 20:00 | 1 | 3 | | | 4 |
| 8:15 | 4 | 4 | | | 8 | 20:15 | 7 | 4 | | | 11 |
| 8:30 | 7 | 6 | | | 13 | 20:30 | 3 | 1 | | | 4 |
| 8:45 | 9 | 10 | | | 19 | 20:45 | 3 | 5 | | | 8 |
| 9:00 | 7 | 10 | | | 17 | 21:00 | 8 | 3 | | | 11 |
| 9:15 | 11 | 7 | | | 18 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 9 | 7 | | | 16 | 21:30 | 0 | 3 | | | 3 |
| 9:45 | 12 | 8 | | | 20 | 21:45 | 1 | 5 | | | 6 |
| 10:00 | 8 | 8 | | | 16 | 22:00 | 1 | 1 | | | 2 |
| 10:15 | 5 | 9 | | | 14 | 22:15 | 4 | 0 | | | 4 |
| 10:30 | 9 | 0 | | | 9 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 17 | 8 | | | 25 | 22:45 | 1 | 1 | | | 2 |
| 11:00 | 14 | 17 | | | 31 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 9 | 8 | | | 17 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 10 | 6 | | | 16 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 7 | 10 | | | 17 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 212 | 189 | 0 | 0 | 401 | TOTALS | 291 | 264 | 0 | 0 | 555 |
| SPLIT % | 53% | 47% | 0% | 0% | 42% | SPLIT % | 52% | 48% | 0% | 0% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 4 | | | 8 |
| 01:00 | 02:00 | 2 | 3 | | | 5 |
| 02:00 | 03:00 | 2 | 3 | | | 5 |
| 03:00 | 04:00 | 2 | 2 | | | 4 |
| 04:00 | 05:00 | 3 | 8 | | | 11 |
| 05:00 | 06:00 | 9 | 11 | | | 20 |
| 06:00 | 07:00 | 24 | 20 | | | 44 |
| 07:00 | 08:00 | 26 | 18 | | | 44 |
| 08:00 | 09:00 | 22 | 22 | | | 44 |
| 09:00 | 10:00 | 39 | 32 | | | 71 |
| 10:00 | 11:00 | 39 | 25 | | | 64 |
| 11:00 | 12:00 | 40 | 41 | | | 81 |
| 12:00 | 13:00 | 39 | 37 | | | 76 |
| 13:00 | 14:00 | 42 | 43 | | | 85 |
| 14:00 | 15:00 | 35 | 38 | | | 73 |
| 15:00 | 16:00 | 36 | 33 | | | 69 |
| 16:00 | 17:00 | 39 | 34 | | | 73 |
| 17:00 | 18:00 | 32 | 16 | | | 48 |
| 18:00 | 19:00 | 22 | 21 | | | 43 |
| 19:00 | 20:00 | 15 | 13 | | | 28 |
| 20:00 | 21:00 | 14 | 13 | | | 27 |
| 21:00 | 22:00 | 9 | 13 | | | 22 |
| 22:00 | 23:00 | 6 | 2 | | | 8 |
| 23:00 | 00:00 | 2 | 1 | | | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 212 | 189 | | | 401 |
| Peak Hour | 10:45 | 11:00 | | | 10:45 |
| Peak Volume | 50 | 41 | | | 89 |
| Peak Hour Factor | 0.735 | 0.603 | | | 0.718 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 291 | 264 | | | 555 |
| Peak Hour | 12:30 | 13:30 | | | 12:30 |
| Peak Volume | 52 | 45 | | | 89 |
| Peak Hour Factor | 0.867 | 0.750 | | | 0.890 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 48 | 40 | | | 88 |
| Peak Hour | 7:00 | 8:00 | | | 7:00 |
| Peak Volume | 26 | 22 | | | 44 |
| Peak Hour Factor | 0.591 | 0.550 | | | 0.688 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 71 | 50 | | | 121 |
| Peak Hour | 16:15 | 16:00 | | | 16:00 |
| Peak Volume | 43 | 34 | | | 73 |
| Peak Hour Factor | 0.672 | 0.773 | | | 0.730 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Wakeman Dr S/O Leidos Aviation Dwy

Day: Sunday
Date: 3/17/2024

City: Manassas
Project #: VA24 260055 007

## HOURLY BREAKDOWN

### NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 1 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 1 | 23 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 1 | 26 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 | 2 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:00 | 3 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 2 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 4 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 1 | 28 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 3 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 18 | 297 | 76 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 |
| % of Totals | 4% | 73% | 19% | 0% | 4% | | | | | | | | | 100% |

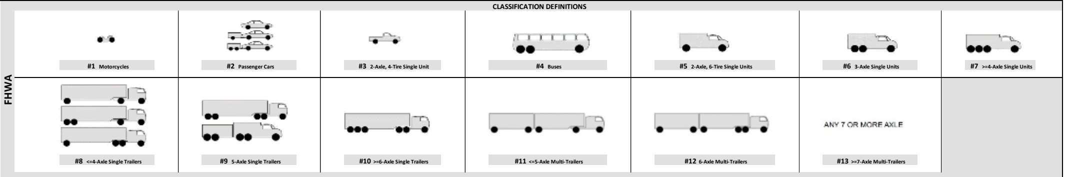
### SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 2 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 2 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 2 | 21 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:00 | 0 | 24 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:00 | 1 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 2 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 14:00 | 1 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 1 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:00 | 2 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 13 | 271 | 60 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| % of Totals | 4% | 76% | 17% | 0% | 3% | | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 15 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 2 | 13 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:00 | 0 | 31 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 9:00 | 3 | 40 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 3 | 44 | 15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 11:00 | 1 | 50 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 12:00 | 3 | 48 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:00 | 5 | 59 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 14:00 | 3 | 43 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 15:00 | 5 | 55 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 16:00 | 3 | 44 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 17:00 | 3 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 18:00 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 31 | 568 | 136 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 764 |
| % of Totals | 4% | 74% | 18% | 0% | 3% | | | | | | | | | 100% |

## FHWA — CLASSIFICATION DEFINITIONS




## STATISTICS

### NORTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 110 | 37 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| % | 1% | 27% | 9% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 10:15 | 11:45 | 10:15 | 2:00 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 2 | 28 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 - 24:00 | 15 | 187 | 39 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| % | 4% | 46% | 10% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% |
| Peak Hour | 13:30 | 14:15 | 12:45 | 18:30 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 5 | 37 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:00 - 09:00 | 0 | 25 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| % | 0% | 6% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 18 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 - 18:00 | 4 | 44 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| % | 1% | 11% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 28 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |

### SOUTHBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 110 | 29 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| % | 2% | 31% | 8% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| Peak Hour | 7:00 | 10:45 | 11:15 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 2 | 30 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 - 24:00 | 7 | 161 | 31 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| % | 2% | 45% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| Peak Hour | 12:15 | 13:15 | 12:45 | 12:15 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 2 | 29 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:00 - 09:00 | 2 | 19 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| % | 1% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:45 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 2 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 - 18:00 | 2 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| % | 1% | 11% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 2 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |

### TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 9 | 220 | 66 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| % | 1% | 29% | 9% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% |
| Peak Hour | 10:15 | 10:30 | 10:15 | 2:00 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 4 | 54 | 20 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 12:00 - 24:00 | 22 | 348 | 70 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| % | 3% | 46% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 13:30 | 12:45 | 12:45 | 12:15 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 7 | 59 | 18 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 07:00 - 09:00 | 2 | 44 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| % | 0% | 6% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 2 | 31 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:00 - 18:00 | 6 | 83 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| % | 1% | 11% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 5 | 44 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |

## 15-MINUTE BREAKDOWN

### NORTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 1 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 1 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:15 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:15 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 18 | 297 | 76 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 |
| % of Totals | 4% | 73% | 19% | 0% | 4% | | | | | | | | | 100% |

### SOUTHBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 13 | 271 | 60 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| % of Totals | 4% | 76% | 17% | 0% | 3% | | | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:45 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:30 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:45 | 3 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 1 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 2 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 1 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 2 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:45 | 2 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 1 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 1 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:15 | 2 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 1 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 1 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 31 | 568 | 136 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 764 |
| % of Totals | 4% | 74% | 18% | 0% | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 408 | 356 | 0 | 0 | 764 |

DAILY TOTALS

### 15-Minutes Interval

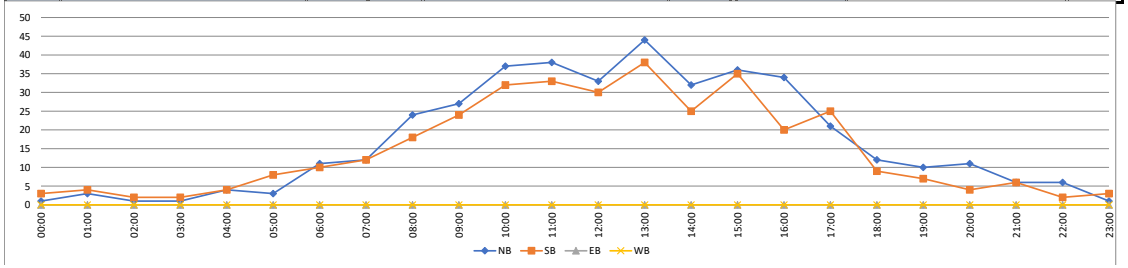
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 1 | | | 2 | 12:00 | 4 | 10 | | | 14 |
| 0:15 | 0 | 2 | | | 2 | 12:15 | 10 | 7 | | | 17 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 9 | 7 | | | 16 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 10 | 6 | | | 16 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 10 | 8 | | | 18 |
| 1:15 | 2 | 2 | | | 4 | 13:15 | 14 | 8 | | | 22 |
| 1:30 | 0 | 1 | | | 1 | 13:30 | 11 | 14 | | | 25 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 9 | 8 | | | 17 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 2 | 7 | | | 9 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 13 | 7 | | | 20 |
| 2:30 | 0 | 1 | | | 1 | 14:30 | 8 | 5 | | | 13 |
| 2:45 | 1 | 1 | | | 2 | 14:45 | 9 | 6 | | | 15 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 15 | 9 | | | 24 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 9 | 9 | | | 18 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 7 | 10 | | | 17 |
| 3:45 | 0 | 1 | | | 1 | 15:45 | 5 | 7 | | | 12 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 13 | 5 | | | 18 |
| 4:15 | 0 | 1 | | | 1 | 16:15 | 11 | 8 | | | 19 |
| 4:30 | 0 | 1 | | | 1 | 16:30 | 3 | 4 | | | 7 |
| 4:45 | 3 | 2 | | | 5 | 16:45 | 7 | 3 | | | 10 |
| 5:00 | 1 | 3 | | | 4 | 17:00 | 6 | 1 | | | 7 |
| 5:15 | 2 | 2 | | | 4 | 17:15 | 3 | 12 | | | 15 |
| 5:30 | 0 | 3 | | | 3 | 17:30 | 8 | 3 | | | 11 |
| 5:45 | 0 | 0 | | | 0 | 17:45 | 4 | 9 | | | 13 |
| 6:00 | 2 | 2 | | | 4 | 18:00 | 3 | 2 | | | 5 |
| 6:15 | 3 | 1 | | | 4 | 18:15 | 4 | 2 | | | 6 |
| 6:30 | 2 | 1 | | | 3 | 18:30 | 1 | 1 | | | 2 |
| 6:45 | 4 | 6 | | | 10 | 18:45 | 4 | 4 | | | 8 |
| 7:00 | 5 | 0 | | | 5 | 19:00 | 4 | 1 | | | 5 |
| 7:15 | 3 | 3 | | | 6 | 19:15 | 3 | 0 | | | 3 |
| 7:30 | 3 | 4 | | | 7 | 19:30 | 2 | 3 | | | 5 |
| 7:45 | 1 | 5 | | | 6 | 19:45 | 1 | 3 | | | 4 |
| 8:00 | 3 | 4 | | | 7 | 20:00 | 3 | 1 | | | 4 |
| 8:15 | 5 | 3 | | | 8 | 20:15 | 1 | 1 | | | 2 |
| 8:30 | 9 | 8 | | | 17 | 20:30 | 5 | 2 | | | 7 |
| 8:45 | 7 | 3 | | | 10 | 20:45 | 2 | 0 | | | 2 |
| 9:00 | 7 | 9 | | | 16 | 21:00 | 4 | 3 | | | 7 |
| 9:15 | 5 | 7 | | | 12 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 10 | 4 | | | 14 | 21:30 | 2 | 1 | | | 3 |
| 9:45 | 5 | 4 | | | 9 | 21:45 | 0 | 0 | | | 0 |
| 10:00 | 3 | 6 | | | 9 | 22:00 | 2 | 0 | | | 2 |
| 10:15 | 9 | 5 | | | 14 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 12 | 8 | | | 20 | 22:30 | 2 | 0 | | | 2 |
| 10:45 | 13 | 13 | | | 26 | 22:45 | 1 | 2 | | | 3 |
| 11:00 | 12 | 8 | | | 20 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 5 | 8 | | | 13 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 9 | 9 | | | 18 | 23:30 | 1 | 3 | | | 4 |
| 11:45 | 12 | 8 | | | 20 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 162 | 152 | 0 | 0 | 314 | TOTALS | 246 | 204 | 0 | 0 | 450 |
| SPLIT % | 52% | 48% | 0% | 0% | 41% | SPLIT % | 55% | 45% | 0% | 0% | 59% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 1 | 3 | | | 4 |
| 01:00 | 02:00 | 3 | 4 | | | 7 |
| 02:00 | 03:00 | 1 | 2 | | | 3 |
| 03:00 | 04:00 | 1 | 2 | | | 3 |
| 04:00 | 05:00 | 4 | 4 | | | 8 |
| 05:00 | 06:00 | 3 | 8 | | | 11 |
| 06:00 | 07:00 | 11 | 10 | | | 21 |
| 07:00 | 08:00 | 12 | 12 | | | 24 |
| 08:00 | 09:00 | 24 | 18 | | | 42 |
| 09:00 | 10:00 | 27 | 24 | | | 51 |
| 10:00 | 11:00 | 37 | 32 | | | 69 |
| 11:00 | 12:00 | 38 | 33 | | | 71 |
| 12:00 | 13:00 | 33 | 30 | | | 63 |
| 13:00 | 14:00 | 44 | 38 | | | 82 |
| 14:00 | 15:00 | 32 | 25 | | | 57 |
| 15:00 | 16:00 | 36 | 35 | | | 71 |
| 16:00 | 17:00 | 34 | 20 | | | 54 |
| 17:00 | 18:00 | 21 | 25 | | | 46 |
| 18:00 | 19:00 | 12 | 9 | | | 21 |
| 19:00 | 20:00 | 10 | 7 | | | 17 |
| 20:00 | 21:00 | 11 | 4 | | | 15 |
| 21:00 | 22:00 | 6 | 6 | | | 12 |
| 22:00 | 23:00 | 6 | 2 | | | 8 |
| 23:00 | 00:00 | 1 | 3 | | | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 162 | 152 | | | 314 |
| Peak Hour | 10:15 | 10:45 | | | 10:15 |
| Peak Volume | 46 | 38 | | | 80 |
| Peak Hour Factor | 0.885 | 0.731 | | | 0.769 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 246 | 204 | | | 450 |
| Peak Hour | 12:45 | 13:00 | | | 13:00 |
| Peak Volume | 45 | 38 | | | 82 |
| Peak Hour Factor | 0.804 | 0.679 | | | 0.820 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 36 | 30 | | | 66 |
| Peak Hour | 8:00 | 7:45 | | | 8:00 |
| Peak Volume | 24 | 20 | | | 42 |
| Peak Hour Factor | 0.667 | 0.625 | | | 0.618 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 55 | 45 | | | 100 |
| Peak Hour | 16:00 | 17:00 | | | 16:00 |
| Peak Volume | 34 | 25 | | | 54 |
| Peak Hour Factor | 0.654 | 0.521 | | | 0.711 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 1 | 0 | 0 | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 7 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 0 | 0 | 1 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 0 | 0 | 3 | 7 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 1 | 0 | 0 | 3 | 10 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 0 | 0 | 3 | 3 | 6 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 0 | 0 | 3 | 6 | 6 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 0 | 1 | 2 | 2 | 13 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 32 |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 0 | 0 | 1 | 4 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 1 | 0 | 2 | 11 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 0 | 0 | 1 | 3 | 6 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 1 | 1 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 1 | 3 | 25 | 64 | 112 | 98 | 31 | 10 | 0 | 0 | 0 | 0 | 345 |
| % of Totals | 0% | 0% | 1% | 7% | 19% | 32% | 28% | 9% | 3% | | | | | 100% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 2 | 0 | 4 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 5 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 0 | 0 | 1 | 3 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 9:00 | 0 | 0 | 0 | 1 | 3 | 11 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 1 | 0 | 0 | 5 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 1 | 0 | 2 | 5 | 12 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 32 |
| 12:00 | 0 | 1 | 0 | 3 | 7 | 10 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 1 | 2 | 0 | 4 | 4 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 1 | 0 | 1 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:00 | 0 | 0 | 0 | 1 | 2 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 1 | 0 | 2 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 6 | 5 | 16 | 45 | 88 | 73 | 42 | 22 | 4 | 0 | 0 | 0 | 303 |
| % of Totals | 1% | 2% | 2% | 5% | 15% | 29% | 24% | 14% | 7% | 1% | | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 1 | 2 | 0 | 7 | 2 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 22 |
| 6:00 | 0 | 0 | 0 | 2 | 2 | 12 | 18 | 4 | 3 | 0 | 0 | 0 | 0 | 41 |
| 7:00 | 0 | 0 | 0 | 2 | 7 | 7 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 0 | 0 | 4 | 10 | 18 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 48 |
| 9:00 | 1 | 0 | 0 | 4 | 13 | 21 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 1 | 0 | 3 | 8 | 10 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 0 | 1 | 0 | 5 | 11 | 18 | 9 | 13 | 2 | 0 | 0 | 0 | 0 | 59 |
| 12:00 | 0 | 1 | 1 | 5 | 9 | 23 | 19 | 9 | 4 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 0 | 1 | 2 | 1 | 8 | 9 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 1 | 0 | 2 | 4 | 15 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 0 | 0 | 2 | 6 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 | 0 | 0 | 1 | 1 | 5 | 13 | 13 | 6 | 3 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 1 | 0 | 3 | 3 | 11 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 0 | 0 | 3 | 3 | 1 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 1 | 1 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 0 | 1 | 1 | 5 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 0 | 0 | 1 | 1 | 9 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 3 | 7 | 8 | 41 | 109 | 200 | 171 | 73 | 32 | 4 | 0 | 0 | 0 | 648 |
| % of Totals | 0% | 1% | 1% | 6% | 17% | 31% | 26% | 11% | 5% | 1% | | | | 100% |

### STATISTICS

**NORTHBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 0 | 14 | 37 | 53 | 45 | 12 | 6 | 0 | 0 | 0 | 0 | 169 |
| % | 0% | 0% | 0% | 4% | 11% | 15% | 13% | 3% | 2% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 8:30 | 5:00 | 0:00 | 8:15 | 8:45 | 8:15 | 10:15 | 11:00 | 3:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 |
| Peak Volume | 1 | 1 | 0 | 4 | 13 | 15 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 35 |
| 12:00 - 24:00 | 0 | 0 | 3 | 11 | 27 | 59 | 53 | 19 | 4 | 0 | 0 | 0 | 0 | 176 |
| % | 0% | 0% | 1% | 3% | 8% | 17% | 15% | 6% | 1% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 17:45 | 13:45 | 12:00 | 16:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:30 |
| Peak Volume | 0 | 0 | 1 | 3 | 5 | 13 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 33 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 13 | 16 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 43 |
| % | 0% | 0% | 0% | 1% | 4% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:45 | 8:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 7 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 27 |
| 16:00 - 18:00 | 0 | 0 | 1 | 1 | 5 | 17 | 24 | 7 | 1 | 0 | 0 | 0 | 0 | 56 |
| % | 0% | 0% | 0% | 0% | 1% | 5% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 1 | 1 | 3 | 12 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 33 |

**SOUTHBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 2 | 2 | 6 | 26 | 49 | 38 | 24 | 11 | 2 | 0 | 0 | 0 | 162 |
| % | 1% | 1% | 1% | 2% | 8% | 14% | 11% | 7% | 3% | 1% | 0% | 0% | 0% | 47% |
| Peak Hour | 1:15 | 9:15 | 5:00 | 6:30 | 11:15 | 8:45 | 8:30 | 10:45 | 6:30 | 4:45 | 0:00 | 0:00 | 0:00 | 8:45 |
| Peak Volume | 2 | 1 | 2 | 2 | 8 | 17 | 11 | 6 | 4 | 1 | 0 | 0 | 0 | 42 |
| 12:00 - 24:00 | 0 | 4 | 3 | 10 | 19 | 39 | 35 | 18 | 11 | 2 | 0 | 0 | 0 | 141 |
| % | 0% | 1% | 1% | 3% | 6% | 11% | 10% | 5% | 3% | 1% | 0% | 0% | 0% | 41% |
| Peak Hour | 12:00 | 12:15 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 2 | 2 | 3 | 7 | 10 | 9 | 6 | 3 | 1 | 0 | 0 | 0 | 39 |
| 07:00 - 09:00 | 0 | 0 | 0 | 2 | 4 | 9 | 9 | 4 | 3 | 1 | 0 | 0 | 0 | 32 |
| % | 0% | 0% | 0% | 1% | 1% | 3% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 1 | 3 | 9 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 21 |
| 16:00 - 18:00 | 0 | 1 | 0 | 3 | 3 | 7 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 20 |
| % | 0% | 0% | 0% | 1% | 1% | 2% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 1 | 0 | 2 | 3 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 11 |

**TOTALS**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 3 | 2 | 20 | 63 | 102 | 83 | 36 | 17 | 2 | 0 | 0 | 0 | 331 |
| % | 1% | 1% | 1% | 6% | 18% | 30% | 24% | 10% | 5% | 1% | 0% | 0% | 0% | 96% |
| Peak Hour | 1:15 | 5:00 | 5:00 | 8:15 | 8:45 | 8:30 | 6:00 | 11:00 | 6:30 | 4:45 | 0:00 | 0:00 | 0:00 | 8:45 |
| Peak Volume | 2 | 1 | 2 | 5 | 17 | 29 | 18 | 13 | 5 | 1 | 0 | 0 | 0 | 77 |
| 12:00 - 24:00 | 0 | 4 | 6 | 21 | 46 | 98 | 88 | 37 | 15 | 2 | 0 | 0 | 0 | 317 |
| % | 0% | 1% | 2% | 6% | 13% | 28% | 26% | 11% | 4% | 1% | 0% | 0% | 0% | 92% |
| Peak Hour | 12:00 | 12:15 | 12:30 | 12:00 | 12:45 | 12:00 | 12:00 | 12:15 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 2 | 3 | 5 | 10 | 23 | 19 | 10 | 4 | 1 | 0 | 0 | 0 | 71 |
| 07:00 - 09:00 | 0 | 0 | 0 | 6 | 17 | 25 | 17 | 5 | 4 | 1 | 0 | 0 | 0 | 75 |
| % | 0% | 0% | 0% | 2% | 5% | 7% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 10 | 18 | 12 | 3 | 2 | 1 | 0 | 0 | 0 | 48 |
| 16:00 - 18:00 | 0 | 1 | 1 | 4 | 8 | 24 | 26 | 9 | 3 | 0 | 0 | 0 | 0 | 76 |
| % | 0% | 0% | 0% | 1% | 2% | 7% | 8% | 3% | 1% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 1 | 3 | 5 | 14 | 13 | 6 | 3 | 0 | 0 | 0 | 0 | 42 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 32 | 39 | 38 | 44 | 49 | 345 |
| SOUTHBOUND | 32 | 39 | 39 | 48 | 52 | 303 |
| TOTALS | 32 | 39 | 39 | 46 | 51 | 648 |

### 15-MINUTE BREAKDOWN

**NORTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 0 | 0 | 1 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 1 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 4 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 1 | 3 | 25 | 64 | 112 | 98 | 31 | 10 | 0 | 0 | 0 | 0 | 345 |
| % of Totals | 0% | 0% | 1% | 7% | 19% | 32% | 28% | 9% | 3% | 0% | 0% | 0% | 0% | 100% |

**SOUTHBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 1 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 2 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 6 | 5 | 16 | 45 | 88 | 73 | 42 | 22 | 4 | 0 | 0 | 0 | 303 |
| % of Totals | 1% | 2% | 2% | 5% | 15% | 29% | 24% | 14% | 7% | 1% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 0 | 0 | 0 | 2 | 5 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 0 | 0 | 2 | 3 | 11 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 9:15 | 1 | 0 | 0 | 1 | 5 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| 9:30 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 0 | 0 | 1 | 1 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 1 | 0 | 2 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 1 | 0 | 1 | 0 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 0 | 1 | 2 | 3 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:00 | 0 | 1 | 0 | 0 | 2 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 1 | 0 | 2 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 0 | 0 | 1 | 4 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 1 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 7 | 8 | 41 | 109 | 200 | 171 | 73 | 32 | 4 | 0 | 0 | 0 | 648 |
| % of Totals | 0% | 1% | 1% | 6% | 17% | 31% | 26% | 11% | 5% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 345 | 303 | 0 | 0 | 648 |

DAILY TOTALS

### 15-Minutes Interval

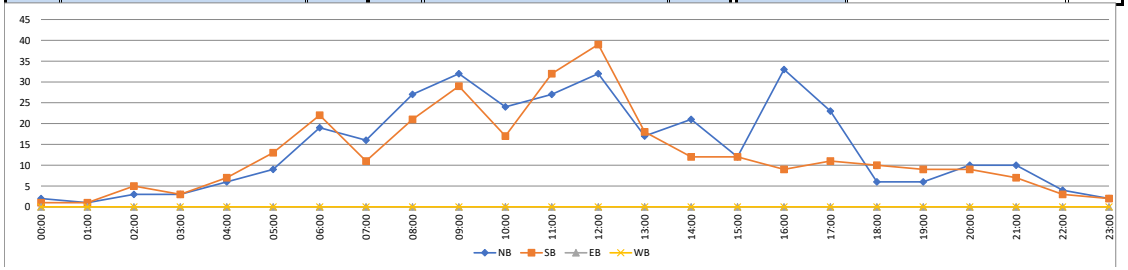
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 10 | 10 | | | 20 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 8 | 6 | | | 14 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 6 | 11 | | | 17 |
| 0:45 | 2 | 0 | | | 2 | 12:45 | 8 | 12 | | | 20 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 7 | 6 | | | 13 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 3 | 7 | | | 10 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 2 | 3 | | | 5 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 5 | 2 | | | 7 |
| 2:00 | 0 | 3 | | | 3 | 14:00 | 2 | 0 | | | 2 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 4 | 5 | | | 9 |
| 2:30 | 3 | 1 | | | 4 | 14:30 | 9 | 5 | | | 14 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 6 | 2 | | | 8 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 0 | 5 | | | 5 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 0 | 1 | | | 1 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 6 | 2 | | | 8 |
| 3:45 | 2 | 1 | | | 3 | 15:45 | 6 | 4 | | | 10 |
| 4:00 | 3 | 1 | | | 4 | 16:00 | 18 | 6 | | | 24 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 3 | 2 | | | 5 |
| 4:30 | 1 | 3 | | | 4 | 16:30 | 3 | 1 | | | 4 |
| 4:45 | 2 | 3 | | | 5 | 16:45 | 9 | 0 | | | 9 |
| 5:00 | 1 | 4 | | | 5 | 17:00 | 11 | 2 | | | 13 |
| 5:15 | 2 | 2 | | | 4 | 17:15 | 3 | 1 | | | 4 |
| 5:30 | 3 | 4 | | | 7 | 17:30 | 5 | 3 | | | 8 |
| 5:45 | 3 | 3 | | | 6 | 17:45 | 4 | 5 | | | 9 |
| 6:00 | 5 | 7 | | | 12 | 18:00 | 1 | 3 | | | 4 |
| 6:15 | 5 | 5 | | | 10 | 18:15 | 3 | 1 | | | 4 |
| 6:30 | 5 | 7 | | | 12 | 18:30 | 1 | 4 | | | 5 |
| 6:45 | 4 | 3 | | | 7 | 18:45 | 1 | 2 | | | 3 |
| 7:00 | 2 | 3 | | | 5 | 19:00 | 3 | 2 | | | 5 |
| 7:15 | 6 | 4 | | | 10 | 19:15 | 2 | 3 | | | 5 |
| 7:30 | 2 | 4 | | | 6 | 19:30 | 1 | 2 | | | 3 |
| 7:45 | 6 | 0 | | | 6 | 19:45 | 0 | 2 | | | 2 |
| 8:00 | 5 | 2 | | | 7 | 20:00 | 1 | 4 | | | 5 |
| 8:15 | 8 | 2 | | | 10 | 20:15 | 1 | 2 | | | 3 |
| 8:30 | 5 | 3 | | | 8 | 20:30 | 3 | 2 | | | 5 |
| 8:45 | 9 | 14 | | | 23 | 20:45 | 5 | 1 | | | 6 |
| 9:00 | 10 | 12 | | | 22 | 21:00 | 7 | 4 | | | 11 |
| 9:15 | 9 | 11 | | | 20 | 21:15 | 0 | 0 | | | 0 |
| 9:30 | 7 | 5 | | | 12 | 21:30 | 1 | 2 | | | 3 |
| 9:45 | 6 | 1 | | | 7 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 3 | 5 | | | 8 | 22:00 | 0 | 1 | | | 1 |
| 10:15 | 5 | 5 | | | 10 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 5 | 1 | | | 6 | 22:30 | 1 | 1 | | | 2 |
| 10:45 | 11 | 6 | | | 17 | 22:45 | 2 | 1 | | | 3 |
| 11:00 | 11 | 8 | | | 19 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 5 | 12 | | | 17 | 23:15 | 0 | 1 | | | 1 |
| 11:30 | 6 | 8 | | | 14 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 5 | 4 | | | 9 | 23:45 | 2 | 0 | | | 2 |
| TOTALS | 169 | 162 | 0 | 0 | 331 | TOTALS | 176 | 141 | 0 | 0 | 317 |
| SPLIT % | 51% | 49% | 0% | 0% | 51% | SPLIT % | 56% | 44% | 0% | 0% | 49% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 2 | 1 | | | 3 |
| 01:00 | 02:00 | 1 | 1 | | | 2 |
| 02:00 | 03:00 | 3 | 5 | | | 8 |
| 03:00 | 04:00 | 3 | 3 | | | 6 |
| 04:00 | 05:00 | 6 | 7 | | | 13 |
| 05:00 | 06:00 | 9 | 13 | | | 22 |
| 06:00 | 07:00 | 19 | 22 | | | 41 |
| 07:00 | 08:00 | 16 | 11 | | | 27 |
| 08:00 | 09:00 | 27 | 21 | | | 48 |
| 09:00 | 10:00 | 32 | 29 | | | 61 |
| 10:00 | 11:00 | 24 | 17 | | | 41 |
| 11:00 | 12:00 | 27 | 32 | | | 59 |
| 12:00 | 13:00 | 32 | 39 | | | 71 |
| 13:00 | 14:00 | 17 | 18 | | | 35 |
| 14:00 | 15:00 | 21 | 12 | | | 33 |
| 15:00 | 16:00 | 12 | 12 | | | 24 |
| 16:00 | 17:00 | 33 | 9 | | | 42 |
| 17:00 | 18:00 | 23 | 11 | | | 34 |
| 18:00 | 19:00 | 6 | 10 | | | 16 |
| 19:00 | 20:00 | 6 | 9 | | | 15 |
| 20:00 | 21:00 | 10 | 9 | | | 19 |
| 21:00 | 22:00 | 10 | 7 | | | 17 |
| 22:00 | 23:00 | 4 | 3 | | | 7 |
| 23:00 | 00:00 | 2 | 2 | | | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 169 | 162 | | | 331 |
| Peak Hour | 8:45 | 8:45 | | | 8:45 |
| Peak Volume | 35 | 42 | | | 77 |
| Peak Hour Factor | 0.875 | 0.750 | | | 0.837 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 176 | 141 | | | 317 |
| Peak Hour | 15:30 | 12:00 | | | 12:00 |
| Peak Volume | 33 | 39 | | | 71 |
| Peak Hour Factor | 0.458 | 0.813 | | | 0.888 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 43 | 32 | | | 75 |
| Peak Hour | 8:00 | 8:00 | | | 8:00 |
| Peak Volume | 27 | 21 | | | 48 |
| Peak Hour Factor | 0.750 | 0.375 | | | 0.522 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 56 | 20 | | | 76 |
| Peak Hour | 16:00 | 17:00 | | | 16:00 |
| Peak Volume | 33 | 11 | | | 42 |
| Peak Hour Factor | 0.458 | 0.550 | | | 0.438 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 0 | 2 | 3 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 2 | 0 | 1 | 0 | 4 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 1 | 0 | 0 | 1 | 4 | 7 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 1 | 1 | 0 | 1 | 5 | 7 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 0 | 2 | 2 | 5 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 0 | 1 | 1 | 4 | 8 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 0 | 0 | 1 | 0 | 8 | 12 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 | 0 | 0 | 1 | 0 | 6 | 6 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 0 | 0 | 0 | 8 | 7 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 0 | 0 | 0 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 1 | 6 | 11 | 67 | 98 | 79 | 35 | 9 | 0 | 0 | 0 | 0 | 310 |
| % of Totals | 1% | 0% | 2% | 4% | 22% | 32% | 25% | 11% | 3% | | | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 1 | 0 | 0 | 0 | 2 | 6 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 11 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 0 | 3 | 4 | 9 | 8 | 8 | 1 | 5 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 2 | 1 | 0 | 3 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 1 | 0 | 0 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 5 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 1 | 4 | 1 | 5 | 41 | 79 | 56 | 46 | 14 | 11 | 0 | 0 | 0 | 258 |
| % of Totals | 0% | 2% | 0% | 2% | 16% | 31% | 22% | 18% | 5% | 4% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 1 | 0 | 1 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 0 | 0 | 1 | 5 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 0 | 0 | 0 | 1 | 4 | 4 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 0 | 0 | 2 | 6 | 6 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 29 |
| 9:00 | 2 | 0 | 1 | 0 | 8 | 14 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 2 | 0 | 0 | 1 | 6 | 13 | 9 | 5 | 3 | 2 | 0 | 0 | 0 | 41 |
| 11:00 | 1 | 1 | 0 | 2 | 5 | 18 | 12 | 7 | 6 | 0 | 0 | 0 | 0 | 52 |
| 12:00 | 0 | 0 | 2 | 5 | 9 | 20 | 10 | 8 | 1 | 5 | 0 | 0 | 0 | 60 |
| 13:00 | 0 | 2 | 1 | 0 | 8 | 11 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 37 |
| 14:00 | 0 | 0 | 1 | 1 | 8 | 11 | 12 | 8 | 1 | 1 | 0 | 0 | 0 | 43 |
| 15:00 | 0 | 0 | 1 | 0 | 9 | 17 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 1 | 1 | 0 | 9 | 9 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 0 | 0 | 11 | 12 | 11 | 9 | 1 | 2 | 0 | 0 | 0 | 46 |
| 18:00 | 0 | 0 | 0 | 0 | 7 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Totals | 5 | 5 | 7 | 16 | 108 | 177 | 135 | 81 | 23 | 11 | 0 | 0 | 0 | 568 |
| % of Totals | 1% | 1% | 1% | 3% | 19% | 31% | 24% | 14% | 4% | 2% | | | | 100% |

### STATISTICS

NORTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 4 | 1 | 1 | 6 | 25 | 33 | 30 | 12 | 5 | 0 | 0 | 0 | 0 | 117 |
| | % | 1% | 0% | 0% | 2% | 8% | 11% | 10% | 4% | 2% | 0% | 0% | 0% | 0% | 38% |
| | Peak Hour | 9:00 | 10:15 | 11:15 | 7:30 | 9:30 | 11:30 | 11:15 | 11:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| | Peak Volume | 2 | 1 | 2 | 2 | 7 | 12 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 30 |
| 12:00 - 24:00 | | 0 | 0 | 5 | 5 | 42 | 65 | 49 | 23 | 4 | 0 | 0 | 0 | 0 | 193 |
| | % | 0% | 0% | 2% | 2% | 14% | 21% | 16% | 7% | 1% | 0% | 0% | 0% | 0% | 62% |
| | Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 15:15 | 15:45 | 15:30 | 15:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| | Peak Volume | 0 | 0 | 2 | 2 | 9 | 13 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 43 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 3 | 6 | 6 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 30 |
| | % | 0% | 0% | 0% | 1% | 2% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 10% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:30 | 8:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 0 | 0 | 2 | 4 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 16:00 - 18:00 | | 0 | 0 | 1 | 0 | 14 | 13 | 14 | 10 | 1 | 0 | 0 | 0 | 0 | 53 |
| | % | 0% | 0% | 0% | 0% | 5% | 4% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 17% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 0 | 0 | 1 | 0 | 8 | 8 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 29 |

SOUTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 1 | 0 | 2 | 17 | 37 | 24 | 15 | 11 | 2 | 0 | 0 | 0 | 110 |
| | % | 0% | 0% | 0% | 1% | 5% | 12% | 8% | 5% | 4% | 1% | 0% | 0% | 0% | 35% |
| | Peak Hour | 9:15 | 4:15 | 0:00 | 11:15 | 7:45 | 11:00 | 11:30 | 11:45 | 11:00 | 11:30 | 0:00 | 0:00 | 0:00 | 11:45 |
| | Peak Volume | 1 | 1 | 0 | 4 | 4 | 11 | 8 | 7 | 5 | 5 | 0 | 0 | 0 | 41 |
| 12:00 - 24:00 | | 0 | 3 | 1 | 3 | 24 | 42 | 32 | 31 | 3 | 9 | 0 | 0 | 0 | 148 |
| | % | 0% | 1% | 0% | 1% | 8% | 14% | 10% | 10% | 1% | 3% | 0% | 0% | 0% | 48% |
| | Peak Hour | 12:00 | 12:15 | 12:45 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 2 | 1 | 3 | 6 | 9 | 8 | 8 | 1 | 5 | 0 | 0 | 0 | 38 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 18 |
| | % | 0% | 0% | 0% | 0% | 1% | 1% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 6% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | | 0 | 1 | 0 | 0 | 6 | 8 | 12 | 5 | 1 | 2 | 0 | 0 | 0 | 35 |
| | % | 0% | 0% | 0% | 0% | 2% | 3% | 4% | 2% | 0% | 1% | 0% | 0% | 0% | 11% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 17:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 1 | 0 | 0 | 3 | 5 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 22 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 5 | 2 | 1 | 8 | 42 | 70 | 54 | 27 | 16 | 2 | 0 | 0 | 0 | 227 |
| | % | 2% | 1% | 0% | 3% | 14% | 23% | 17% | 9% | 5% | 1% | 0% | 0% | 0% | 73% |
| | Peak Hour | 9:15 | 4:15 | 11:15 | 11:15 | 9:30 | 11:30 | 11:15 | 11:30 | 11:00 | 11:30 | 0:00 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 3 | 1 | 2 | 5 | 10 | 22 | 13 | 9 | 6 | 5 | 0 | 0 | 0 | 67 |
| 12:00 - 24:00 | | 0 | 3 | 6 | 8 | 66 | 107 | 81 | 54 | 7 | 9 | 0 | 0 | 0 | 341 |
| | % | 0% | 1% | 2% | 3% | 21% | 35% | 26% | 17% | 2% | 3% | 0% | 0% | 0% | 110% |
| | Peak Hour | 12:00 | 12:15 | 12:00 | 12:00 | 17:30 | 12:00 | 15:45 | 15:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 2 | 2 | 5 | 14 | 20 | 18 | 9 | 2 | 5 | 0 | 0 | 0 | 60 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 3 | 10 | 10 | 15 | 6 | 4 | 0 | 0 | 0 | 0 | 48 |
| | % | 0% | 0% | 0% | 1% | 3% | 3% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 15% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:45 | 8:00 | 8:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 0 | 0 | 2 | 7 | 6 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 29 |
| 16:00 - 18:00 | | 0 | 1 | 1 | 0 | 20 | 21 | 26 | 15 | 2 | 2 | 0 | 0 | 0 | 88 |
| | % | 0% | 0% | 0% | 0% | 6% | 7% | 8% | 5% | 1% | 1% | 0% | 0% | 0% | 28% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:00 | 17:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 1 | 1 | 0 | 11 | 12 | 15 | 9 | 2 | 2 | 0 | 0 | 0 | 46 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | 32 | 38 | 38 | 45 | 49 | 310 |
| SOUTHBOUND | 33 | 40 | 41 | 49 | 54 | 258 |
| TOTALS | 32 | 39 | 39 | 47 | 51 | 568 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 8:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 2 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 14:45 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 0 | 0 | 0 | 4 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 1 | 6 | 11 | 67 | 98 | 79 | 35 | 9 | 0 | 0 | 0 | 0 | 310 |
| % of Totals | 1% | 0% | 2% | 4% | 22% | 32% | 25% | 11% | 3% | 0% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 4 | 1 | 5 | 41 | 79 | 56 | 46 | 14 | 11 | 0 | 0 | 0 | 258 |
| % of Totals | 0% | 2% | 0% | 2% | 16% | 31% | 22% | 18% | 5% | 4% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 1 | 0 | 0 | 0 | 3 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 1 | 0 | 0 | 0 | 1 | 7 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 2 | 4 | 0 | 4 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 7 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 20 |
| 12:30 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 0 | 2 | 0 | 0 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 0 | 0 | 0 | 4 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:30 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 1 | 0 | 0 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 5 | 7 | 16 | 108 | 177 | 135 | 81 | 23 | 11 | 0 | 0 | 0 | 568 |
| % of Totals | 1% | 1% | 1% | 3% | 19% | 31% | 24% | 14% | 4% | 2% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 310 | 258 | 0 | 0 | 568 |

DAILY TOTALS

### 15-Minutes Interval

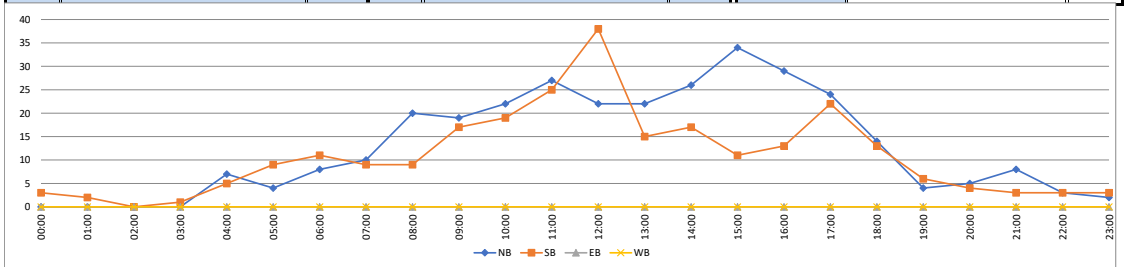
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | | | 2 | 12:00 | 8 | 9 | | | 17 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 6 | 14 | | | 20 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 3 | 9 | | | 12 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 5 | 6 | | | 11 |
| 1:00 | 0 | 1 | | | 1 | 13:00 | 7 | 5 | | | 12 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 6 | 3 | | | 9 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 3 | 5 | | | 8 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 6 | 2 | | | 8 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 3 | 5 | | | 8 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 7 | 5 | | | 12 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 8 | 5 | | | 13 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 8 | 2 | | | 10 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 3 | 2 | | | 5 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 8 | 5 | | | 13 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 3 | 2 | | | 5 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 20 | 2 | | | 22 |
| 4:00 | 0 | 1 | | | 1 | 16:00 | 10 | 2 | | | 12 |
| 4:15 | 0 | 1 | | | 1 | 16:15 | 7 | 3 | | | 10 |
| 4:30 | 2 | 0 | | | 2 | 16:30 | 6 | 5 | | | 11 |
| 4:45 | 5 | 3 | | | 8 | 16:45 | 6 | 3 | | | 9 |
| 5:00 | 1 | 3 | | | 4 | 17:00 | 5 | 5 | | | 10 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 7 | 7 | | | 14 |
| 5:30 | 1 | 2 | | | 3 | 17:30 | 7 | 2 | | | 9 |
| 5:45 | 2 | 4 | | | 6 | 17:45 | 5 | 8 | | | 13 |
| 6:00 | 1 | 1 | | | 2 | 18:00 | 1 | 5 | | | 6 |
| 6:15 | 1 | 3 | | | 4 | 18:15 | 9 | 4 | | | 13 |
| 6:30 | 4 | 5 | | | 9 | 18:30 | 1 | 3 | | | 4 |
| 6:45 | 2 | 2 | | | 4 | 18:45 | 3 | 1 | | | 4 |
| 7:00 | 1 | 3 | | | 4 | 19:00 | 0 | 1 | | | 1 |
| 7:15 | 2 | 1 | | | 3 | 19:15 | 2 | 0 | | | 2 |
| 7:30 | 2 | 0 | | | 2 | 19:30 | 0 | 3 | | | 3 |
| 7:45 | 5 | 5 | | | 10 | 19:45 | 2 | 2 | | | 4 |
| 8:00 | 9 | 2 | | | 11 | 20:00 | 0 | 1 | | | 1 |
| 8:15 | 3 | 1 | | | 4 | 20:15 | 1 | 0 | | | 1 |
| 8:30 | 1 | 2 | | | 3 | 20:30 | 1 | 0 | | | 1 |
| 8:45 | 7 | 4 | | | 11 | 20:45 | 3 | 3 | | | 6 |
| 9:00 | 4 | 2 | | | 6 | 21:00 | 5 | 2 | | | 7 |
| 9:15 | 3 | 5 | | | 8 | 21:15 | 0 | 1 | | | 1 |
| 9:30 | 6 | 5 | | | 11 | 21:30 | 1 | 0 | | | 1 |
| 9:45 | 6 | 5 | | | 11 | 21:45 | 2 | 0 | | | 2 |
| 10:00 | 4 | 4 | | | 8 | 22:00 | 1 | 1 | | | 2 |
| 10:15 | 7 | 1 | | | 8 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 6 | 8 | | | 14 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 5 | 6 | | | 11 | 22:45 | 0 | 2 | | | 2 |
| 11:00 | 5 | 4 | | | 9 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 6 | 7 | | | 13 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 8 | 5 | | | 13 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 8 | 9 | | | 17 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 117 | 110 | 0 | 0 | 227 | TOTALS | 193 | 148 | 0 | 0 | 341 |
| SPLIT % | 52% | 48% | 0% | 0% | 40% | SPLIT % | 57% | 43% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 3 | | | 3 |
| 01:00 | 02:00 | 0 | 2 | | | 2 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 0 | 1 | | | 1 |
| 04:00 | 05:00 | 7 | 5 | | | 12 |
| 05:00 | 06:00 | 4 | 9 | | | 13 |
| 06:00 | 07:00 | 8 | 11 | | | 19 |
| 07:00 | 08:00 | 10 | 9 | | | 19 |
| 08:00 | 09:00 | 20 | 9 | | | 29 |
| 09:00 | 10:00 | 19 | 17 | | | 36 |
| 10:00 | 11:00 | 22 | 19 | | | 41 |
| 11:00 | 12:00 | 27 | 25 | | | 52 |
| 12:00 | 13:00 | 22 | 38 | | | 60 |
| 13:00 | 14:00 | 22 | 15 | | | 37 |
| 14:00 | 15:00 | 26 | 17 | | | 43 |
| 15:00 | 16:00 | 34 | 11 | | | 45 |
| 16:00 | 17:00 | 29 | 13 | | | 42 |
| 17:00 | 18:00 | 24 | 22 | | | 46 |
| 18:00 | 19:00 | 14 | 13 | | | 27 |
| 19:00 | 20:00 | 4 | 6 | | | 10 |
| 20:00 | 21:00 | 5 | 4 | | | 9 |
| 21:00 | 22:00 | 8 | 3 | | | 11 |
| 22:00 | 23:00 | 3 | 3 | | | 6 |
| 23:00 | 00:00 | 2 | 3 | | | 5 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 117 | 110 | | | 227 |
| Peak Hour | 11:00 | 10:30 | | | 11:00 |
| Peak Volume | 27 | 25 | | | 52 |
| Peak Hour Factor | 0.844 | 0.781 | | | 0.765 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 193 | 148 | | | 341 |
| Peak Hour | 15:45 | 12:00 | | | 12:00 |
| Peak Volume | 43 | 38 | | | 60 |
| Peak Hour Factor | 0.538 | 0.679 | | | 0.750 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 30 | 18 | | | 48 |
| Peak Hour | 8:00 | 7:45 | | | 8:00 |
| Peak Volume | 20 | 10 | | | 29 |
| Peak Hour Factor | 0.556 | 0.500 | | | 0.659 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 53 | 35 | | | 88 |
| Peak Hour | 16:00 | 17:00 | | | 17:00 |
| Peak Volume | 29 | 22 | | | 46 |
| Peak Hour Factor | 0.725 | 0.688 | | | 0.821 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 15 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 18 |
| 5:00 | 0 | 0 | 0 | 1 | 11 | 13 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 44 |
| 6:00 | 0 | 0 | 0 | 2 | 9 | 27 | 20 | 8 | 3 | 2 | 0 | 0 | 0 | 71 |
| 7:00 | 0 | 0 | 2 | 4 | 11 | 25 | 28 | 17 | 1 | 0 | 0 | 0 | 0 | 88 |
| 8:00 | 0 | 0 | 1 | 3 | 8 | 14 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 44 |
| 9:00 | 0 | 0 | 0 | 2 | 8 | 8 | 11 | 4 | 1 | 0 | 1 | 0 | 0 | 35 |
| 10:00 | 0 | 0 | 0 | 1 | 14 | 14 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:00 | 0 | 0 | 0 | 4 | 14 | 24 | 21 | 12 | 3 | 2 | 0 | 0 | 0 | 80 |
| 12:00 | 0 | 0 | 0 | 1 | 9 | 27 | 19 | 9 | 2 | 0 | 0 | 0 | 0 | 67 |
| 13:00 | 0 | 0 | 0 | 3 | 7 | 23 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 0 | 0 | 1 | 1 | 9 | 9 | 20 | 4 | 4 | 2 | 0 | 0 | 0 | 50 |
| 15:00 | 0 | 0 | 0 | 1 | 6 | 19 | 29 | 11 | 7 | 0 | 1 | 0 | 0 | 74 |
| 16:00 | 1 | 0 | 0 | 1 | 7 | 18 | 36 | 15 | 4 | 2 | 0 | 0 | 0 | 84 |
| 17:00 | 1 | 0 | 0 | 3 | 6 | 12 | 27 | 9 | 2 | 1 | 0 | 0 | 0 | 61 |
| 18:00 | 0 | 0 | 0 | 3 | 10 | 12 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 0 | 1 | 1 | 4 | 3 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 23 |
| 20:00 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 1 | 0 | 1 | 0 | 3 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 0 | 7 | 31 | 138 | 276 | 286 | 128 | 43 | 10 | 3 | 0 | 0 | 925 |
| % of Totals | 0% | | 1% | 3% | 15% | 30% | 31% | 14% | 5% | 1% | 0% | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 1 | 0 | 1 | 1 | 9 | 7 | 8 | 3 | 2 | 0 | 0 | 0 | 32 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 18 | 18 | 9 | 4 | 1 | 1 | 0 | 0 | 56 |
| 7:00 | 0 | 0 | 0 | 0 | 5 | 15 | 14 | 2 | 4 | 0 | 0 | 0 | 0 | 40 |
| 8:00 | 0 | 1 | 2 | 1 | 1 | 8 | 7 | 6 | 4 | 2 | 0 | 0 | 0 | 32 |
| 9:00 | 0 | 0 | 3 | 2 | 4 | 15 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 45 |
| 10:00 | 0 | 0 | 4 | 2 | 3 | 13 | 11 | 3 | 4 | 0 | 0 | 0 | 0 | 40 |
| 11:00 | 0 | 2 | 0 | 0 | 5 | 15 | 22 | 9 | 3 | 0 | 0 | 0 | 0 | 56 |
| 12:00 | 0 | 1 | 0 | 1 | 6 | 28 | 21 | 10 | 2 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 1 | 0 | 1 | 7 | 19 | 14 | 11 | 7 | 1 | 1 | 0 | 0 | 62 |
| 14:00 | 0 | 1 | 0 | 1 | 8 | 18 | 20 | 6 | 3 | 1 | 0 | 0 | 0 | 58 |
| 15:00 | 0 | 2 | 0 | 0 | 2 | 12 | 28 | 12 | 4 | 2 | 0 | 0 | 0 | 62 |
| 16:00 | 0 | 2 | 0 | 0 | 5 | 8 | 17 | 23 | 9 | 0 | 1 | 0 | 0 | 65 |
| 17:00 | 0 | 0 | 0 | 1 | 4 | 23 | 19 | 10 | 4 | 1 | 0 | 0 | 0 | 62 |
| 18:00 | 0 | 0 | 0 | 1 | 9 | 5 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 31 |
| 19:00 | 0 | 0 | 0 | 1 | 3 | 10 | 9 | 9 | 2 | 0 | 1 | 0 | 0 | 35 |
| 20:00 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 0 | 12 | 10 | 18 | 77 | 231 | 243 | 136 | 57 | 12 | 5 | 0 | 0 | 801 |
| % of Totals | | 1% | 1% | 2% | 10% | 29% | 30% | 17% | 7% | 1% | 1% | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 6 | 2 | 1 | 1 | 0 | 0 | 20 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 4 | 5 | 0 | 0 | 0 | 0 | 28 |
| 5:00 | 0 | 1 | 0 | 2 | 12 | 22 | 18 | 14 | 5 | 2 | 0 | 0 | 0 | 76 |
| 6:00 | 0 | 0 | 0 | 2 | 14 | 45 | 38 | 17 | 7 | 3 | 1 | 0 | 0 | 127 |
| 7:00 | 0 | 0 | 2 | 4 | 16 | 40 | 42 | 19 | 5 | 0 | 0 | 0 | 0 | 128 |
| 8:00 | 0 | 1 | 3 | 4 | 9 | 22 | 18 | 13 | 4 | 2 | 0 | 0 | 0 | 76 |
| 9:00 | 0 | 0 | 3 | 4 | 12 | 23 | 27 | 8 | 2 | 0 | 1 | 0 | 0 | 80 |
| 10:00 | 0 | 0 | 4 | 3 | 17 | 27 | 25 | 6 | 4 | 0 | 0 | 0 | 0 | 86 |
| 11:00 | 0 | 2 | 0 | 4 | 19 | 39 | 43 | 21 | 6 | 2 | 0 | 0 | 0 | 136 |
| 12:00 | 0 | 1 | 0 | 2 | 15 | 55 | 40 | 19 | 4 | 0 | 0 | 0 | 0 | 136 |
| 13:00 | 0 | 1 | 0 | 4 | 14 | 42 | 27 | 20 | 10 | 1 | 1 | 0 | 0 | 120 |
| 14:00 | 0 | 1 | 1 | 2 | 17 | 27 | 40 | 10 | 7 | 3 | 0 | 0 | 0 | 108 |
| 15:00 | 0 | 2 | 0 | 1 | 8 | 31 | 57 | 23 | 11 | 2 | 1 | 0 | 0 | 136 |
| 16:00 | 1 | 2 | 0 | 1 | 12 | 26 | 53 | 38 | 13 | 2 | 1 | 0 | 0 | 149 |
| 17:00 | 1 | 0 | 0 | 4 | 10 | 35 | 46 | 19 | 6 | 2 | 0 | 0 | 0 | 123 |
| 18:00 | 0 | 0 | 0 | 4 | 19 | 17 | 16 | 8 | 2 | 2 | 0 | 0 | 0 | 68 |
| 19:00 | 0 | 0 | 1 | 2 | 7 | 13 | 18 | 13 | 3 | 0 | 1 | 0 | 0 | 58 |
| 20:00 | 0 | 1 | 1 | 1 | 1 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 21:00 | 1 | 0 | 1 | 3 | 6 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| Totals | 3 | 12 | 17 | 49 | 215 | 507 | 529 | 264 | 100 | 22 | 8 | 0 | 0 | 1,726 |
| % of Totals | 0% | 1% | 1% | 3% | 12% | 29% | 31% | 15% | 6% | 1% | 0% | | | 100% |

### STATISTICS

NORTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 0 | 3 | 17 | 76 | 137 | 122 | 65 | 17 | 4 | 2 | 0 | 0 | 443 |
| | % | 0% | 0% | 0% | 2% | 8% | 15% | 13% | 7% | 2% | 0% | 0% | 0% | 0% | 48% |
| | Peak Hour | 0:00 | 0:00 | 6:30 | 6:30 | 6:15 | 11:30 | 7:00 | 7:30 | 4:00 | 6:00 | 2:15 | 0:00 | 0:00 | 7:00 |
| | Peak Volume | 0 | 0 | 2 | 5 | 17 | 30 | 28 | 20 | 4 | 2 | 1 | 0 | 0 | 88 |
| 12:00 - 24:00 | | 3 | 0 | 4 | 14 | 62 | 139 | 164 | 63 | 26 | 6 | 1 | 0 | 0 | 482 |
| | % | 0% | 0% | 0% | 2% | 7% | 15% | 18% | 7% | 3% | 1% | 0% | 0% | 0% | 52% |
| | Peak Hour | 15:15 | 12:00 | 19:30 | 17:15 | 13:45 | 12:15 | 16:15 | 15:30 | 14:30 | 14:00 | 14:45 | 12:00 | 12:00 | 15:45 |
| | Peak Volume | 1 | 0 | 2 | 4 | 12 | 28 | 40 | 20 | 8 | 2 | 1 | 0 | 0 | 95 |
| 07:00 - 09:00 | | 0 | 0 | 3 | 7 | 19 | 39 | 39 | 24 | 1 | 0 | 0 | 0 | 0 | 132 |
| | % | 0% | 0% | 0% | 1% | 2% | 4% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 14% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 2 | 4 | 11 | 27 | 28 | 20 | 1 | 0 | 0 | 0 | 0 | 88 |
| 16:00 - 18:00 | | 2 | 0 | 0 | 4 | 13 | 30 | 63 | 24 | 6 | 3 | 0 | 0 | 0 | 145 |
| | % | 0% | 0% | 0% | 0% | 1% | 3% | 7% | 3% | 1% | 0% | 0% | 0% | 0% | 16% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:45 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 0 | 0 | 3 | 8 | 19 | 40 | 15 | 4 | 2 | 0 | 0 | 0 | 84 |

SOUTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 4 | 10 | 7 | 28 | 97 | 102 | 46 | 24 | 6 | 1 | 0 | 0 | 325 |
| | % | 0% | 0% | 1% | 1% | 3% | 10% | 11% | 5% | 3% | 1% | 0% | 0% | 0% | 35% |
| | Peak Hour | 0:00 | 10:30 | 9:15 | 8:15 | 6:15 | 6:15 | 11:30 | 11:15 | 5:30 | 5:15 | 6:00 | 0:00 | 0:00 | 11:15 |
| | Peak Volume | 0 | 2 | 4 | 2 | 6 | 23 | 27 | 11 | 5 | 3 | 1 | 0 | 0 | 67 |
| 12:00 - 24:00 | | 0 | 8 | 0 | 11 | 49 | 134 | 141 | 90 | 33 | 6 | 4 | 0 | 0 | 476 |
| | % | 0% | 1% | 0% | 1% | 5% | 14% | 15% | 10% | 4% | 1% | 0% | 0% | 0% | 51% |
| | Peak Hour | 12:00 | 12:30 | 12:00 | 21:00 | 17:45 | 12:30 | 15:00 | 16:15 | 16:00 | 14:15 | 13:00 | 12:00 | 12:00 | 12:15 |
| | Peak Volume | 0 | 2 | 0 | 3 | 12 | 32 | 28 | 24 | 9 | 3 | 1 | 0 | 0 | 76 |
| 07:00 - 09:00 | | 0 | 1 | 2 | 1 | 6 | 23 | 21 | 8 | 8 | 2 | 0 | 0 | 0 | 72 |
| | % | 0% | 0% | 0% | 0% | 1% | 2% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 7:00 | 7:30 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 8:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 1 | 2 | 1 | 5 | 15 | 14 | 6 | 5 | 2 | 0 | 0 | 0 | 40 |
| 16:00 - 18:00 | | 0 | 2 | 0 | 1 | 9 | 31 | 36 | 33 | 13 | 1 | 1 | 0 | 0 | 127 |
| | % | 0% | 0% | 0% | 0% | 1% | 3% | 4% | 4% | 1% | 0% | 0% | 0% | 0% | 14% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:15 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 0 | 2 | 0 | 1 | 5 | 23 | 19 | 24 | 9 | 1 | 1 | 0 | 0 | 70 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 4 | 13 | 24 | 104 | 234 | 224 | 111 | 41 | 10 | 3 | 0 | 0 | 768 |
| | % | 0% | 0% | 1% | 3% | 11% | 25% | 24% | 12% | 4% | 1% | 0% | 0% | 0% | 83% |
| | Peak Hour | 0:00 | 10:30 | 8:15 | 8:15 | 6:15 | 11:45 | 11:30 | 11:30 | 5:30 | 5:15 | 2:15 | 0:00 | 0:00 | 11:30 |
| | Peak Volume | 0 | 2 | 4 | 6 | 23 | 50 | 49 | 23 | 9 | 4 | 1 | 0 | 0 | 148 |
| 12:00 - 24:00 | | 3 | 8 | 4 | 25 | 111 | 273 | 305 | 153 | 59 | 12 | 5 | 0 | 0 | 958 |
| | % | 0% | 1% | 0% | 3% | 12% | 30% | 33% | 17% | 6% | 1% | 1% | 0% | 0% | 104% |
| | Peak Hour | 15:15 | 12:30 | 19:30 | 17:15 | 17:45 | 12:15 | 15:45 | 15:45 | 14:30 | 14:15 | 13:00 | 12:00 | 12:00 | 15:45 |
| | Peak Volume | 1 | 2 | 2 | 6 | 22 | 58 | 61 | 40 | 13 | 5 | 1 | 0 | 0 | 159 |
| 07:00 - 09:00 | | 0 | 1 | 5 | 8 | 25 | 62 | 60 | 32 | 9 | 2 | 0 | 0 | 0 | 204 |
| | % | 0% | 0% | 1% | 1% | 3% | 7% | 6% | 3% | 1% | 0% | 0% | 0% | 0% | 22% |
| | Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 1 | 3 | 4 | 16 | 40 | 42 | 22 | 5 | 2 | 0 | 0 | 0 | 128 |
| 16:00 - 18:00 | | 2 | 2 | 0 | 5 | 22 | 61 | 99 | 57 | 19 | 4 | 1 | 0 | 0 | 272 |
| | % | 0% | 0% | 0% | 1% | 2% | 7% | 11% | 6% | 2% | 0% | 0% | 0% | 0% | 29% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 1 | 2 | 0 | 4 | 12 | 35 | 59 | 38 | 13 | 2 | 1 | 0 | 0 | 152 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 34 | 40 | 40 | 47 | 51 | 925 |
| SOUTHBOUND | 35 | 41 | 41 | 48 | 53 | 801 |
| TOTALS | 34 | 41 | 41 | 48 | 52 | 1726 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 5 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:15 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 15 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 14 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 9 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 19 |
| 6:45 | 0 | 0 | 0 | 1 | 6 | 5 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 0 | 0 | 1 | 8 | 2 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 24 |
| 7:15 | 0 | 0 | 2 | 3 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 9 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:30 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 0 | 0 | 0 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 3 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 0 | 0 | 3 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 0 | 0 | 0 | 6 | 8 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 26 |
| 11:45 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 0 | 0 | 0 | 6 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 6 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 0 | 1 | 0 | 3 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 0 | 0 | 1 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 1 | 4 | 1 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 0 | 1 | 2 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 19 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 9 | 14 | 5 | 3 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 1 | 0 | 0 | 1 | 2 | 1 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 6 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 20 |
| 16:45 | 0 | 0 | 0 | 0 | 3 | 4 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 16 |
| 17:30 | 1 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 0 | 0 | 0 | 2 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 0 | 7 | 31 | 138 | 276 | 286 | 128 | 43 | 10 | 3 | 0 | 0 | 925 |
| % of Totals | 0% | 0% | 1% | 3% | 15% | 30% | 31% | 14% | 5% | 1% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 9 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 15 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 11 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 12 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 9 |
| 8:15 | 0 | 1 | 1 | 1 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 1 | 1 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 9:30 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 1 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 1 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 0 | 1 | 1 | 0 | 5 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 2 | 0 | 0 | 1 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 1 | 0 | 1 | 1 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 0 | 0 | 0 | 4 | 9 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 27 |
| 13:15 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 1 | 0 | 0 | 2 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | 0 | 0 | 0 | 1 | 1 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 1 | 11 | 2 | 1 | 2 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 16 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 2 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 4 | 3 | 0 | 1 | 0 | 0 | 14 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 19 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 1 | 4 | 8 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 7 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 12 | 10 | 18 | 77 | 231 | 243 | 136 | 57 | 12 | 5 | 0 | 0 | 801 |
| % of Totals | 0% | 1% | 1% | 2% | 10% | 29% | 30% | 17% | 7% | 1% | 1% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 7 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 1 | 0 | 0 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 | 0 | 0 | 0 | 0 | 5 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:30 | 0 | 0 | 0 | 2 | 2 | 6 | 3 | 8 | 3 | 0 | 0 | 0 | 0 | 24 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 3 | 2 | 2 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 5 | 9 | 5 | 2 | 2 | 0 | 0 | 0 | 25 |
| 6:15 | 0 | 0 | 0 | 0 | 4 | 13 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 33 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 20 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 37 |
| 6:45 | 0 | 0 | 0 | 1 | 7 | 7 | 10 | 4 | 1 | 1 | 1 | 0 | 0 | 32 |
| 7:00 | 0 | 0 | 0 | 1 | 10 | 8 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 36 |
| 7:15 | 0 | 0 | 2 | 3 | 1 | 9 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 0 | 0 | 0 | 3 | 13 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 30 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 10 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 8 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 20 |
| 8:15 | 0 | 1 | 1 | 2 | 3 | 3 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 0 | 1 | 2 | 2 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:45 | 0 | 0 | 1 | 0 | 1 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 1 | 2 | 5 | 7 | 8 | 2 | 1 | 0 | 1 | 0 | 0 | 27 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 0 | 1 | 1 | 2 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 0 | 1 | 1 | 3 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 0 | 2 | 1 | 4 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:15 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 0 | 1 | 0 | 7 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:45 | 0 | 0 | 1 | 1 | 3 | 7 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 0 | 0 | 0 | 4 | 4 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 28 |
| 11:15 | 0 | 2 | 0 | 3 | 4 | 8 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:30 | 0 | 0 | 0 | 0 | 7 | 12 | 14 | 7 | 1 | 1 | 0 | 0 | 0 | 42 |
| 11:45 | 0 | 0 | 0 | 1 | 4 | 15 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 36 |
| 12:00 | 0 | 0 | 0 | 1 | 3 | 12 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 37 |
| 12:15 | 0 | 0 | 0 | 0 | 2 | 10 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 33 |
| 12:30 | 0 | 1 | 0 | 1 | 2 | 13 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 28 |
| 12:45 | 0 | 0 | 0 | 0 | 8 | 20 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 15 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 41 |
| 13:15 | 0 | 1 | 0 | 1 | 4 | 8 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 25 |
| 13:30 | 0 | 0 | 0 | 2 | 1 | 10 | 6 | 7 | 4 | 1 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 0 | 0 | 0 | 5 | 9 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 23 |
| 14:00 | 0 | 0 | 1 | 0 | 4 | 7 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 32 |
| 14:15 | 0 | 0 | 0 | 1 | 7 | 4 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 22 |
| 14:30 | 0 | 1 | 0 | 0 | 4 | 8 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 23 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 8 | 13 | 2 | 4 | 1 | 0 | 0 | 0 | 31 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 2 | 17 | 4 | 2 | 2 | 0 | 0 | 0 | 32 |
| 15:15 | 0 | 1 | 0 | 0 | 1 | 7 | 8 | 4 | 5 | 0 | 0 | 0 | 0 | 26 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 11 | 10 | 8 | 1 | 0 | 1 | 0 | 0 | 33 |
| 15:45 | 0 | 1 | 0 | 0 | 1 | 11 | 22 | 7 | 3 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 1 | 0 | 0 | 1 | 4 | 6 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 33 |
| 16:15 | 0 | 1 | 0 | 0 | 2 | 8 | 15 | 16 | 2 | 1 | 0 | 0 | 0 | 45 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | 11 | 4 | 1 | 0 | 0 | 0 | 36 |
| 16:45 | 0 | 1 | 0 | 0 | 5 | 4 | 14 | 5 | 5 | 0 | 1 | 0 | 0 | 35 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 11 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 25 |
| 17:30 | 1 | 0 | 0 | 1 | 2 | 7 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 20 |
| 17:45 | 0 | 0 | 0 | 2 | 5 | 12 | 12 | 8 | 3 | 0 | 0 | 0 | 0 | 42 |
| 18:00 | 0 | 0 | 0 | 3 | 5 | 7 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 18:15 | 0 | 0 | 0 | 0 | 6 | 4 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 15 |
| 18:30 | 0 | 0 | 0 | 1 | 6 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 13 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 16 |
| 19:45 | 0 | 0 | 1 | 0 | 1 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 1 | 0 | 0 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:15 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 12 | 17 | 49 | 215 | 507 | 529 | 264 | 100 | 22 | 8 | 0 | 0 | 1,726 |
| % of Totals | 0% | 1% | 1% | 3% | 12% | 29% | 31% | 15% | 6% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 925 | 801 | 0 | 0 | 1,726 |

DAILY TOTALS

### 15-Minutes Interval

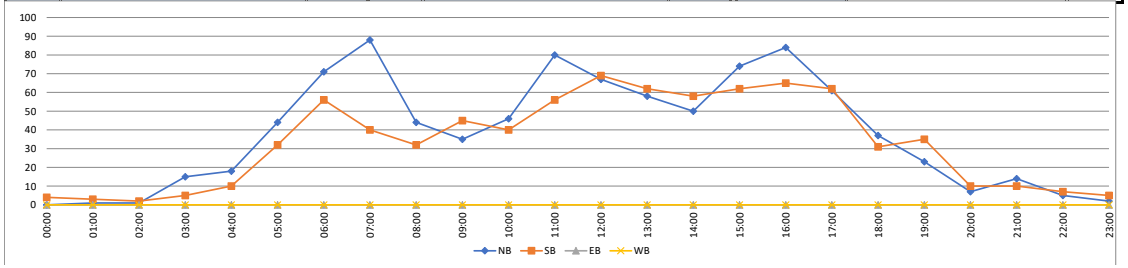
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 17 | 20 | | | 37 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 19 | 14 | | | 33 |
| 0:30 | 0 | 2 | | | 2 | 12:30 | 12 | 16 | | | 28 |
| 0:45 | 0 | 2 | | | 2 | 12:45 | 19 | 19 | | | 38 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 14 | 27 | | | 41 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 15 | 10 | | | 25 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 17 | 14 | | | 31 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 12 | 11 | | | 23 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 18 | 14 | | | 32 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 9 | 13 | | | 22 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 6 | 17 | | | 23 |
| 2:45 | 1 | 1 | | | 2 | 14:45 | 17 | 14 | | | 31 |
| 3:00 | 5 | 2 | | | 7 | 15:00 | 13 | 19 | | | 32 |
| 3:15 | 4 | 0 | | | 4 | 15:15 | 10 | 16 | | | 26 |
| 3:30 | 2 | 1 | | | 3 | 15:30 | 19 | 14 | | | 33 |
| 3:45 | 4 | 2 | | | 6 | 15:45 | 32 | 13 | | | 45 |
| 4:00 | 4 | 0 | | | 4 | 16:00 | 19 | 14 | | | 33 |
| 4:15 | 3 | 3 | | | 6 | 16:15 | 24 | 21 | | | 45 |
| 4:30 | 4 | 2 | | | 6 | 16:30 | 20 | 16 | | | 36 |
| 4:45 | 7 | 5 | | | 12 | 16:45 | 21 | 14 | | | 35 |
| 5:00 | 8 | 5 | | | 13 | 17:00 | 17 | 19 | | | 36 |
| 5:15 | 9 | 7 | | | 16 | 17:15 | 16 | 9 | | | 25 |
| 5:30 | 15 | 9 | | | 24 | 17:30 | 9 | 11 | | | 20 |
| 5:45 | 12 | 11 | | | 23 | 17:45 | 19 | 23 | | | 42 |
| 6:00 | 14 | 11 | | | 25 | 18:00 | 14 | 8 | | | 22 |
| 6:15 | 18 | 15 | | | 33 | 18:15 | 5 | 10 | | | 15 |
| 6:30 | 19 | 18 | | | 37 | 18:30 | 10 | 11 | | | 21 |
| 6:45 | 20 | 12 | | | 32 | 18:45 | 8 | 2 | | | 10 |
| 7:00 | 24 | 12 | | | 36 | 19:00 | 4 | 10 | | | 14 |
| 7:15 | 16 | 9 | | | 25 | 19:15 | 6 | 7 | | | 13 |
| 7:30 | 22 | 8 | | | 30 | 19:30 | 7 | 9 | | | 16 |
| 7:45 | 26 | 11 | | | 37 | 19:45 | 6 | 9 | | | 15 |
| 8:00 | 11 | 9 | | | 20 | 20:00 | 0 | 4 | | | 4 |
| 8:15 | 13 | 10 | | | 23 | 20:15 | 1 | 2 | | | 3 |
| 8:30 | 10 | 6 | | | 16 | 20:30 | 2 | 3 | | | 5 |
| 8:45 | 10 | 7 | | | 17 | 20:45 | 4 | 1 | | | 5 |
| 9:00 | 11 | 16 | | | 27 | 21:00 | 7 | 5 | | | 12 |
| 9:15 | 7 | 10 | | | 17 | 21:15 | 3 | 1 | | | 4 |
| 9:30 | 9 | 8 | | | 17 | 21:30 | 2 | 3 | | | 5 |
| 9:45 | 8 | 11 | | | 19 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 15 | 8 | | | 23 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 10 | 8 | | | 18 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 12 | 10 | | | 22 | 22:30 | 2 | 5 | | | 7 |
| 10:45 | 9 | 14 | | | 23 | 22:45 | 0 | 1 | | | 1 |
| 11:00 | 19 | 9 | | | 28 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 15 | 15 | | | 30 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 26 | 16 | | | 42 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 20 | 16 | | | 36 | 23:45 | 1 | 2 | | | 3 |
| TOTALS | 443 | 325 | 0 | 0 | 768 | TOTALS | 482 | 476 | 0 | 0 | 958 |
| SPLIT % | 58% | 42% | 0% | 0% | 44% | SPLIT % | 50% | 50% | 0% | 0% | 56% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 4 | | | 4 |
| 01:00 | 02:00 | 1 | 3 | | | 4 |
| 02:00 | 03:00 | 1 | 2 | | | 3 |
| 03:00 | 04:00 | 15 | 5 | | | 20 |
| 04:00 | 05:00 | 18 | 10 | | | 28 |
| 05:00 | 06:00 | 44 | 32 | | | 76 |
| 06:00 | 07:00 | 71 | 56 | | | 127 |
| 07:00 | 08:00 | 88 | 40 | | | 128 |
| 08:00 | 09:00 | 44 | 32 | | | 76 |
| 09:00 | 10:00 | 35 | 45 | | | 80 |
| 10:00 | 11:00 | 46 | 40 | | | 86 |
| 11:00 | 12:00 | 80 | 56 | | | 136 |
| 12:00 | 13:00 | 67 | 69 | | | 136 |
| 13:00 | 14:00 | 58 | 62 | | | 120 |
| 14:00 | 15:00 | 50 | 58 | | | 108 |
| 15:00 | 16:00 | 74 | 62 | | | 136 |
| 16:00 | 17:00 | 84 | 65 | | | 149 |
| 17:00 | 18:00 | 61 | 62 | | | 123 |
| 18:00 | 19:00 | 37 | 31 | | | 68 |
| 19:00 | 20:00 | 23 | 35 | | | 58 |
| 20:00 | 21:00 | 7 | 10 | | | 17 |
| 21:00 | 22:00 | 14 | 10 | | | 24 |
| 22:00 | 23:00 | 5 | 7 | | | 12 |
| 23:00 | 00:00 | 2 | 5 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 443 | 325 | | | 768 |
| Peak Hour | 7:00 | 6:15 | | | 6:15 |
| Peak Volume | 88 | 57 | | | 138 |
| Peak Hour Factor | 0.846 | 0.792 | | | 0.932 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 482 | 476 | | | 958 |
| Peak Hour | 15:45 | 12:15 | | | 15:45 |
| Peak Volume | 95 | 76 | | | 159 |
| Peak Hour Factor | 0.742 | 0.704 | | | 0.883 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 132 | 72 | | | 204 |
| Peak Hour | 7:00 | 7:00 | | | 7:00 |
| Peak Volume | 88 | 40 | | | 128 |
| Peak Hour Factor | 0.846 | 0.833 | | | 0.865 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 145 | 127 | | | 272 |
| Peak Hour | 16:00 | 16:15 | | | 16:15 |
| Peak Volume | 84 | 70 | | | 152 |
| Peak Hour Factor | 0.875 | 0.833 | | | 0.844 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN

| Time | NORTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SOUTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 14 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 2 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 7 | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 20 |
| 4:00 | 0 | 0 | 0 | 2 | 0 | 6 | 7 | 8 | 4 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 1 | 1 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 1 | 14 | 13 | 9 | 5 | 1 | 0 | 0 | 0 | 46 |
| 5:00 | 0 | 0 | 0 | 2 | 6 | 12 | 9 | 4 | 5 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 1 | 2 | 15 | 13 | 3 | 0 | 1 | 1 | 0 | 0 | 36 | 0 | 0 | 0 | 3 | 8 | 27 | 22 | 7 | 5 | 1 | 1 | 0 | 0 | 74 |
| 6:00 | 0 | 1 | 0 | 1 | 11 | 16 | 24 | 8 | 1 | 1 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 3 | 17 | 17 | 11 | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 1 | 0 | 1 | 14 | 33 | 41 | 19 | 3 | 1 | 0 | 0 | 0 | 113 |
| 7:00 | 0 | 0 | 0 | 3 | 14 | 45 | 14 | 11 | 3 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 1 | 0 | 8 | 8 | 18 | 11 | 4 | 2 | 0 | 0 | 0 | 52 | 0 | 0 | 1 | 3 | 22 | 53 | 32 | 22 | 7 | 2 | 0 | 0 | 0 | 142 |
| 8:00 | 0 | 0 | 0 | 1 | 13 | 15 | 21 | 12 | 1 | 0 | 0 | 0 | 0 | 63 | 0 | 2 | 3 | 1 | 6 | 14 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 2 | 3 | 2 | 19 | 29 | 30 | 17 | 2 | 0 | 0 | 0 | 0 | 104 |
| 9:00 | 0 | 0 | 1 | 2 | 5 | 12 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 2 | 3 | 11 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 4 | 8 | 23 | 25 | 13 | 2 | 0 | 0 | 0 | 0 | 76 |
| 10:00 | 1 | 0 | 1 | 0 | 5 | 12 | 12 | 10 | 5 | 0 | 0 | 0 | 0 | 46 | 0 | 3 | 2 | 1 | 7 | 8 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 42 | 1 | 3 | 3 | 1 | 12 | 20 | 23 | 17 | 8 | 0 | 0 | 0 | 0 | 88 |
| 11:00 | 3 | 0 | 1 | 5 | 12 | 24 | 30 | 17 | 5 | 0 | 0 | 0 | 0 | 97 | 0 | 6 | 3 | 1 | 7 | 22 | 22 | 16 | 3 | 1 | 0 | 0 | 0 | 81 | 3 | 6 | 4 | 6 | 19 | 46 | 52 | 33 | 8 | 1 | 0 | 0 | 0 | 178 |
| 12:00 | 1 | 1 | 1 | 4 | 24 | 17 | 13 | 2 | 1 | 0 | 1 | 0 | 0 | 65 | 0 | 2 | 2 | 1 | 12 | 18 | 23 | 11 | 2 | 1 | 0 | 0 | 0 | 72 | 1 | 3 | 3 | 5 | 36 | 35 | 36 | 13 | 3 | 1 | 1 | 0 | 0 | 137 |
| 13:00 | 0 | 0 | 2 | 1 | 6 | 20 | 20 | 7 | 4 | 0 | 0 | 0 | 0 | 60 | 0 | 4 | 3 | 2 | 5 | 14 | 22 | 8 | 4 | 2 | 0 | 0 | 0 | 64 | 0 | 4 | 5 | 3 | 11 | 34 | 42 | 15 | 8 | 2 | 0 | 0 | 0 | 124 |
| 14:00 | 2 | 0 | 0 | 0 | 7 | 22 | 13 | 11 | 2 | 1 | 0 | 0 | 0 | 58 | 0 | 2 | 3 | 3 | 3 | 15 | 15 | 16 | 2 | 2 | 1 | 0 | 0 | 62 | 2 | 2 | 3 | 3 | 10 | 37 | 28 | 27 | 4 | 3 | 1 | 0 | 0 | 120 |
| 15:00 | 0 | 1 | 1 | 0 | 10 | 28 | 26 | 19 | 10 | 3 | 3 | 0 | 0 | 101 | 0 | 0 | 2 | 1 | 4 | 13 | 19 | 13 | 2 | 2 | 1 | 0 | 0 | 57 | 0 | 1 | 3 | 1 | 14 | 41 | 45 | 32 | 12 | 5 | 4 | 0 | 0 | 158 |
| 16:00 | 2 | 1 | 0 | 4 | 5 | 32 | 26 | 20 | 7 | 0 | 0 | 0 | 0 | 97 | 9 | 5 | 3 | 2 | 4 | 26 | 16 | 15 | 8 | 0 | 0 | 0 | 0 | 88 | 11 | 6 | 3 | 6 | 9 | 58 | 42 | 35 | 15 | 0 | 0 | 0 | 0 | 185 |
| 17:00 | 1 | 1 | 1 | 0 | 9 | 17 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 49 | 0 | 0 | 1 | 1 | 4 | 16 | 12 | 4 | 4 | 1 | 0 | 0 | 0 | 43 | 1 | 1 | 2 | 1 | 13 | 33 | 28 | 7 | 4 | 2 | 0 | 0 | 0 | 92 |
| 18:00 | 1 | 0 | 0 | 1 | 9 | 14 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 43 | 0 | 1 | 0 | 1 | 3 | 19 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 51 | 1 | 1 | 0 | 2 | 12 | 33 | 29 | 12 | 4 | 0 | 0 | 0 | 0 | 94 |
| 19:00 | 0 | 0 | 0 | 1 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 5 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 1 | 6 | 11 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 39 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 2 | 2 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 3 | 6 | 11 | 3 | 3 | 0 | 1 | 0 | 0 | 27 |
| 21:00 | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 3 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 11 | 5 | 8 | 31 | 142 | 315 | 270 | 152 | 52 | 8 | 5 | 0 | 0 | 999 | 9 | 25 | 23 | 19 | 87 | 251 | 265 | 146 | 44 | 13 | 4 | 0 | 0 | 886 | 20 | 30 | 31 | 50 | 229 | 566 | 535 | 298 | 96 | 21 | 9 | 0 | 0 | 1,885 |
| % of Totals | 1% | 1% | 1% | 3% | 14% | 32% | 27% | 15% | 5% | 1% | 1% | | | 100% | 1% | 3% | 3% | 2% | 10% | 28% | 30% | 16% | 5% | 1% | 0% | | | 100% | 1% | 2% | 2% | 3% | 12% | 30% | 28% | 16% | 5% | 1% | 0% | | | 100% |

### STATISTICS

| | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 1 | 3 | 18 | 69 | 147 | 135 | 83 | 25 | 3 | 1 | 0 | 0 | 489 | 0 | 11 | 9 | 7 | 41 | 113 | 117 | 64 | 16 | 5 | 1 | 0 | 0 | 384 | 4 | 12 | 12 | 25 | 110 | 260 | 252 | 147 | 41 | 8 | 2 | 0 | 0 | 873 |
| % | 0% | 0% | 0% | 2% | 7% | 15% | 14% | 8% | 3% | 0% | 0% | 0% | 0% | 49% | 0% | 1% | 1% | 1% | 4% | 11% | 12% | 6% | 2% | 1% | 0% | 0% | 0% | 38% | 0% | 1% | 1% | 3% | 11% | 26% | 25% | 15% | 4% | 1% | 0% | 0% | 0% | 87% |
| Peak Hour | 10:30 | 6:00 | 9:15 | 11:15 | 11:30 | 7:00 | 10:45 | 11:00 | 4:30 | 0:30 | 2:15 | 0:00 | 0:00 | 10:45 | 0:00 | 10:45 | 8:00 | 9:00 | 11:30 | 10:45 | 11:15 | 11:15 | 6:30 | 7:00 | 5:00 | 0:00 | 0:00 | 11:15 | 10:30 | 10:45 | 9:15 | 11:15 | 11:30 | 7:00 | 11:15 | 11:00 | 10:15 | 0:30 | 2:15 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 3 | 1 | 2 | 9 | 19 | 45 | 31 | 17 | 7 | 1 | 1 | 0 | 0 | 97 | 0 | 7 | 3 | 2 | 13 | 23 | 26 | 17 | 4 | 2 | 1 | 0 | 0 | 83 | 3 | 7 | 4 | 10 | 32 | 53 | 56 | 33 | 10 | 2 | 1 | 0 | 0 | 178 |
| 12:00 - 24:00 | 7 | 4 | 5 | 13 | 73 | 168 | 135 | 69 | 27 | 5 | 4 | 0 | 0 | 510 | 9 | 14 | 14 | 12 | 46 | 138 | 148 | 82 | 28 | 8 | 3 | 0 | 0 | 502 | 16 | 18 | 19 | 25 | 119 | 306 | 283 | 151 | 55 | 13 | 7 | 0 | 0 | 1012 |
| % | 1% | 0% | 1% | 1% | 7% | 17% | 14% | 7% | 3% | 1% | 0% | 0% | 0% | 51% | 1% | 1% | 1% | 1% | 5% | 14% | 15% | 8% | 3% | 1% | 0% | 0% | 0% | 50% | 2% | 2% | 2% | 3% | 12% | 31% | 28% | 15% | 6% | 1% | 1% | 0% | 0% | 101% |
| Peak Hour | 16:15 | 12:00 | 12:15 | 12:00 | 12:00 | 16:00 | 15:45 | 15:45 | 15:00 | 15:00 | 15:00 | 12:00 | 12:00 | 15:00 | 15:30 | 16:00 | 13:30 | 14:00 | 12:00 | 16:00 | 12:45 | 14:15 | 16:00 | 13:15 | 13:30 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 12:45 | 16:00 | 12:00 | 16:00 | 15:45 | 15:45 | 16:00 | 15:00 | 15:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 3 | 1 | 2 | 4 | 24 | 32 | 32 | 27 | 10 | 3 | 3 | 0 | 0 | 101 | 9 | 5 | 4 | 3 | 12 | 26 | 25 | 18 | 8 | 3 | 1 | 0 | 0 | 88 | 11 | 6 | 5 | 6 | 36 | 58 | 51 | 41 | 15 | 5 | 4 | 0 | 0 | 185 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 27 | 60 | 35 | 23 | 4 | 0 | 0 | 0 | 0 | 153 | 0 | 2 | 4 | 1 | 14 | 22 | 27 | 16 | 5 | 2 | 0 | 0 | 0 | 93 | 0 | 2 | 4 | 5 | 41 | 82 | 62 | 39 | 9 | 2 | 0 | 0 | 0 | 246 |
| % | 0% | 0% | 0% | 0% | 3% | 6% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 1% | 2% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 1% | 4% | 8% | 6% | 4% | 1% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:15 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 17 | 45 | 21 | 13 | 3 | 0 | 0 | 0 | 0 | 90 | 0 | 2 | 3 | 1 | 8 | 16 | 18 | 11 | 4 | 2 | 0 | 0 | 0 | 52 | 0 | 2 | 3 | 3 | 24 | 53 | 32 | 22 | 7 | 2 | 0 | 0 | 0 | 142 |
| 16:00 - 18:00 | 3 | 2 | 1 | 4 | 14 | 49 | 42 | 23 | 7 | 1 | 0 | 0 | 0 | 146 | 9 | 5 | 4 | 3 | 8 | 42 | 28 | 19 | 12 | 1 | 0 | 0 | 0 | 131 | 12 | 7 | 5 | 7 | 22 | 91 | 70 | 42 | 19 | 2 | 0 | 0 | 0 | 277 |
| % | 0% | 0% | 0% | 0% | 1% | 5% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 15% | 1% | 1% | 0% | 0% | 1% | 4% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 13% | 1% | 1% | 1% | 1% | 2% | 9% | 7% | 4% | 2% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 16:15 | 16:00 | 16:45 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 1 | 1 | 4 | 11 | 32 | 26 | 20 | 7 | 1 | 0 | 0 | 0 | 97 | 9 | 5 | 3 | 2 | 5 | 26 | 16 | 16 | 8 | 1 | 0 | 0 | 0 | 88 | 11 | 6 | 3 | 6 | 15 | 58 | 42 | 36 | 15 | 2 | 0 | 0 | 0 | 185 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 33 | 40 | 40 | 47 | 51 | 999 |
| SOUTHBOUND | 33 | 41 | 40 | 48 | 52 | 886 |
| TOTALS | 33 | 40 | 40 | 47 | 52 | 1885 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 9 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 15 |
| 5:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 8 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 16 |
| 5:30 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 2 | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 20 |
| 5:45 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 3 | 9 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 23 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 7 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 29 |
| 6:15 | 0 | 0 | 0 | 0 | 4 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 4 | 10 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 31 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 23 |
| 6:45 | 0 | 1 | 0 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 1 | 4 | 9 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 30 |
| 7:00 | 0 | 0 | 0 | 2 | 3 | 14 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 3 | 2 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 2 | 6 | 16 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 41 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 12 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 5 | 13 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 36 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 13 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:45 | 0 | 0 | 0 | 1 | 6 | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 7 | 11 | 5 | 6 | 3 | 1 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 0 | 0 | 0 | 6 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 1 | 8 | 5 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 26 |
| 8:15 | 0 | 0 | 0 | 0 | 3 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 11 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 1 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 7 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 8:45 | 0 | 0 | 0 | 1 | 3 | 4 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 2 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 1 | 5 | 6 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 33 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:15 | 0 | 0 | 1 | 1 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 2 | 9 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 3 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 2 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 0 | 1 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 2 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 3 | 0 | 3 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 1 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 1 | 5 | 5 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 25 |
| 10:45 | 1 | 0 | 0 | 0 | 3 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 0 | 0 | 4 | 7 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 1 | 0 | 1 | 0 | 3 | 9 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 3 | 2 | 1 | 1 | 9 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 25 | 1 | 3 | 3 | 1 | 4 | 18 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 51 |
| 11:15 | 1 | 0 | 0 | 3 | 3 | 5 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 2 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 1 | 0 | 3 | 5 | 11 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 43 |
| 11:30 | 0 | 0 | 0 | 2 | 6 | 4 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 2 | 1 | 0 | 4 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 2 | 1 | 2 | 10 | 9 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 | 1 | 0 | 0 | 0 | 0 | 6 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 8 | 9 | 9 | 3 | 1 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 0 | 0 | 4 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 1 | 1 | 5 | 7 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 1 | 1 | 5 | 10 | 12 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:15 | 0 | 0 | 1 | 0 | 8 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 12 | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:30 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 7 | 8 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 27 |
| 12:45 | 1 | 1 | 0 | 0 | 6 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 1 | 1 | 0 | 1 | 3 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 15 | 1 | 2 | 1 | 0 | 7 | 8 | 9 | 1 | 2 | 0 | 1 | 0 | 0 | 32 |
| 13:00 | 0 | 0 | 1 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 0 | 1 | 1 | 6 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 26 | 0 | 3 | 1 | 2 | 4 | 10 | 12 | 5 | 4 | 0 | 0 | 0 | 0 | 41 |
| 13:15 | 0 | 0 | 1 | 0 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 6 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 25 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 3 | 5 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 5 | 10 | 12 | 4 | 2 | 1 | 0 | 0 | 0 | 35 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 1 | 1 | 0 | 8 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 9 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 26 |
| 14:15 | 1 | 0 | 0 | 0 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 2 | 0 | 2 | 3 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 16 | 1 | 2 | 2 | 0 | 3 | 9 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 30 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 9 | 1 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 1 | 10 | 5 | 15 | 2 | 1 | 0 | 0 | 0 | 35 |
| 14:45 | 1 | 0 | 0 | 0 | 3 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 2 | 0 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 1 | 2 | 3 | 9 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 29 |
| 15:00 | 0 | 1 | 0 | 0 | 4 | 8 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 4 | 11 | 12 | 8 | 3 | 2 | 0 | 0 | 0 | 41 |
| 15:15 | 0 | 0 | 1 | 0 | 3 | 10 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 2 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 3 | 0 | 3 | 14 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 37 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 4 | 5 | 1 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 6 | 1 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 3 | 11 | 8 | 10 | 6 | 1 | 2 | 0 | 0 | 41 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 8 | 2 | 2 | 2 | 0 | 0 | 29 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 4 | 5 | 13 | 10 | 2 | 2 | 2 | 0 | 0 | 39 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 17 | 8 | 3 | 2 | 1 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 26 | 8 | 3 | 2 | 1 | 2 | 13 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 43 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 8 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 1 | 0 | 0 | 2 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 1 | 0 | 1 | 2 | 16 | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:30 | 1 | 1 | 0 | 1 | 1 | 3 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 25 | 1 | 1 | 0 | 1 | 2 | 8 | 14 | 16 | 7 | 0 | 0 | 0 | 0 | 50 |
| 16:45 | 1 | 0 | 0 | 2 | 3 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 1 | 1 | 0 | 7 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 18 | 1 | 1 | 1 | 3 | 3 | 21 | 4 | 4 | 5 | 0 | 0 | 0 | 0 | 43 |
| 17:00 | 1 | 0 | 0 | 0 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 1 | 4 | 8 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 2 | 8 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 23 |
| 17:30 | 0 | 0 | 1 | 0 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 6 | 11 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 0 | 1 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 1 | 1 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 1 | 5 | 7 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 1 | 0 | 0 | 1 | 2 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 4 | 15 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 28 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 7 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 10 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 11 | 5 | 8 | 31 | 142 | 315 | 270 | 152 | 52 | 8 | 5 | 0 | 0 | 999 | 9 | 25 | 23 | 19 | 87 | 251 | 265 | 146 | 44 | 13 | 4 | 0 | 0 | 886 | 20 | 30 | 31 | 50 | 229 | 566 | 535 | 298 | 96 | 21 | 9 | 0 | 0 | 1,885 |
| % of Totals | 1% | 1% | 1% | 3% | 14% | 32% | 27% | 15% | 5% | 1% | 1% | 0% | 0% | 100% | 1% | 3% | 3% | 2% | 10% | 28% | 30% | 16% | 5% | 1% | 0% | 0% | 0% | 100% | 1% | 2% | 2% | 3% | 12% | 30% | 28% | 16% | 5% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 999 | 886 | 0 | 0 | 1,885 |

DAILY TOTALS

### 15-Minutes Interval

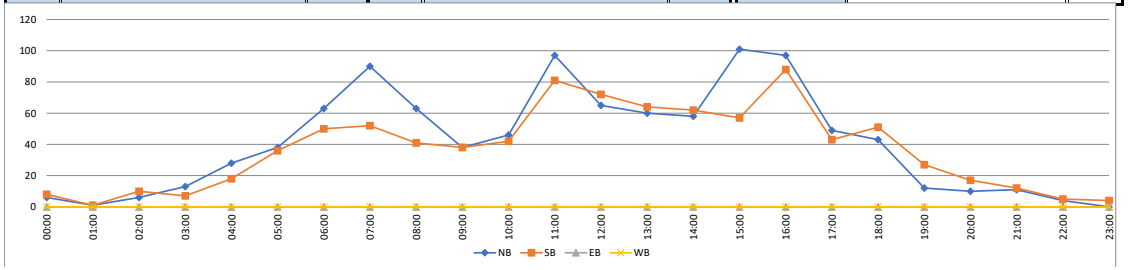
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 1 | | | 3 | 12:00 | 19 | 27 | | | 46 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 17 | 15 | | | 32 |
| 0:30 | 2 | 3 | | | 5 | 12:30 | 12 | 15 | | | 27 |
| 0:45 | 1 | 3 | | | 4 | 12:45 | 17 | 15 | | | 32 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 15 | 26 | | | 41 |
| 1:15 | 1 | 1 | | | 2 | 13:15 | 13 | 12 | | | 25 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 18 | 17 | | | 35 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 14 | 9 | | | 23 |
| 2:00 | 1 | 2 | | | 3 | 14:00 | 18 | 8 | | | 26 |
| 2:15 | 0 | 4 | | | 4 | 14:15 | 14 | 16 | | | 30 |
| 2:30 | 4 | 2 | | | 6 | 14:30 | 14 | 21 | | | 35 |
| 2:45 | 1 | 2 | | | 3 | 14:45 | 12 | 17 | | | 29 |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 24 | 17 | | | 41 |
| 3:15 | 2 | 0 | | | 2 | 15:15 | 26 | 11 | | | 37 |
| 3:30 | 5 | 3 | | | 8 | 15:30 | 22 | 19 | | | 41 |
| 3:45 | 4 | 4 | | | 8 | 15:45 | 29 | 10 | | | 39 |
| 4:00 | 6 | 2 | | | 8 | 16:00 | 17 | 26 | | | 43 |
| 4:15 | 4 | 2 | | | 6 | 16:15 | 30 | 19 | | | 49 |
| 4:30 | 5 | 5 | | | 10 | 16:30 | 25 | 25 | | | 50 |
| 4:45 | 13 | 9 | | | 22 | 16:45 | 25 | 18 | | | 43 |
| 5:00 | 11 | 4 | | | 15 | 17:00 | 14 | 10 | | | 24 |
| 5:15 | 6 | 10 | | | 16 | 17:15 | 13 | 10 | | | 23 |
| 5:30 | 9 | 11 | | | 20 | 17:30 | 12 | 18 | | | 30 |
| 5:45 | 12 | 11 | | | 23 | 17:45 | 10 | 5 | | | 15 |
| 6:00 | 17 | 12 | | | 29 | 18:00 | 14 | 15 | | | 29 |
| 6:15 | 16 | 15 | | | 31 | 18:15 | 14 | 14 | | | 28 |
| 6:30 | 15 | 8 | | | 23 | 18:30 | 5 | 17 | | | 22 |
| 6:45 | 15 | 15 | | | 30 | 18:45 | 10 | 5 | | | 15 |
| 7:00 | 26 | 15 | | | 41 | 19:00 | 3 | 7 | | | 10 |
| 7:15 | 22 | 14 | | | 36 | 19:15 | 3 | 8 | | | 11 |
| 7:30 | 21 | 10 | | | 31 | 19:30 | 1 | 8 | | | 9 |
| 7:45 | 21 | 13 | | | 34 | 19:45 | 5 | 4 | | | 9 |
| 8:00 | 18 | 8 | | | 26 | 20:00 | 1 | 3 | | | 4 |
| 8:15 | 17 | 7 | | | 24 | 20:15 | 3 | 4 | | | 7 |
| 8:30 | 9 | 12 | | | 21 | 20:30 | 1 | 9 | | | 10 |
| 8:45 | 19 | 14 | | | 33 | 20:45 | 5 | 1 | | | 6 |
| 9:00 | 8 | 12 | | | 20 | 21:00 | 1 | 9 | | | 10 |
| 9:15 | 16 | 9 | | | 25 | 21:15 | 2 | 1 | | | 3 |
| 9:30 | 7 | 7 | | | 14 | 21:30 | 5 | 1 | | | 6 |
| 9:45 | 7 | 10 | | | 17 | 21:45 | 3 | 1 | | | 4 |
| 10:00 | 9 | 10 | | | 19 | 22:00 | 1 | 1 | | | 2 |
| 10:15 | 8 | 7 | | | 15 | 22:15 | 0 | 2 | | | 2 |
| 10:30 | 13 | 12 | | | 25 | 22:30 | 3 | 1 | | | 4 |
| 10:45 | 16 | 13 | | | 29 | 22:45 | 0 | 1 | | | 1 |
| 11:00 | 26 | 25 | | | 51 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 24 | 19 | | | 43 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 31 | 22 | | | 53 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 16 | 15 | | | 31 | 23:45 | 0 | 2 | | | 2 |
| TOTALS | 489 | 384 | 0 | 0 | 873 | TOTALS | 510 | 502 | 0 | 0 | 1012 |
| SPLIT % | 56% | 44% | 0% | 0% | 46% | SPLIT % | 50% | 50% | 0% | 0% | 54% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 8 | | | 14 |
| 01:00 | 02:00 | 1 | 1 | | | 2 |
| 02:00 | 03:00 | 6 | 10 | | | 16 |
| 03:00 | 04:00 | 13 | 7 | | | 20 |
| 04:00 | 05:00 | 28 | 18 | | | 46 |
| 05:00 | 06:00 | 38 | 36 | | | 74 |
| 06:00 | 07:00 | 63 | 50 | | | 113 |
| 07:00 | 08:00 | 90 | 52 | | | 142 |
| 08:00 | 09:00 | 63 | 41 | | | 104 |
| 09:00 | 10:00 | 38 | 38 | | | 76 |
| 10:00 | 11:00 | 46 | 42 | | | 88 |
| 11:00 | 12:00 | 97 | 81 | | | 178 |
| 12:00 | 13:00 | 65 | 72 | | | 137 |
| 13:00 | 14:00 | 60 | 64 | | | 124 |
| 14:00 | 15:00 | 58 | 62 | | | 120 |
| 15:00 | 16:00 | 101 | 57 | | | 158 |
| 16:00 | 17:00 | 97 | 88 | | | 185 |
| 17:00 | 18:00 | 49 | 43 | | | 92 |
| 18:00 | 19:00 | 43 | 51 | | | 94 |
| 19:00 | 20:00 | 12 | 27 | | | 39 |
| 20:00 | 21:00 | 10 | 17 | | | 27 |
| 21:00 | 22:00 | 11 | 12 | | | 23 |
| 22:00 | 23:00 | 4 | 5 | | | 9 |
| 23:00 | 00:00 | 0 | 4 | | | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 489 | 384 | | | 873 |
| Peak Hour | 10:45 | 11:00 | | | 11:00 |
| Peak Volume | 97 | 81 | | | 178 |
| Peak Hour Factor | 0.782 | 0.810 | | | 0.840 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 510 | 502 | | | 1012 |
| Peak Hour | 15:00 | 16:00 | | | 16:00 |
| Peak Volume | 101 | 88 | | | 185 |
| Peak Hour Factor | 0.871 | 0.846 | | | 0.925 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 153 | 93 | | | 246 |
| Peak Hour | 7:00 | 7:00 | | | 7:00 |
| Peak Volume | 90 | 52 | | | 142 |
| Peak Hour Factor | 0.865 | 0.867 | | | 0.866 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 146 | 131 | | | 277 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 97 | 88 | | | 185 |
| Peak Hour Factor | 0.808 | 0.846 | | | 0.925 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN — NORTHBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 3 | 1 | 1 | 0 | 13 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 7 | 5 | 0 | 0 | 0 | 0 | 19 |
| 5:00 | 0 | 0 | 0 | 0 | 7 | 7 | 12 | 9 | 3 | 1 | 0 | 0 | 0 | 39 |
| 6:00 | 0 | 0 | 0 | 1 | 4 | 21 | 21 | 11 | 1 | 0 | 0 | 1 | 0 | 60 |
| 7:00 | 0 | 0 | 0 | 1 | 16 | 33 | 26 | 13 | 5 | 0 | 0 | 0 | 0 | 94 |
| 8:00 | 0 | 0 | 0 | 4 | 3 | 18 | 15 | 9 | 0 | 0 | 0 | 1 | 1 | 51 |
| 9:00 | 0 | 2 | 0 | 4 | 11 | 18 | 18 | 6 | 6 | 0 | 0 | 0 | 1 | 66 |
| 10:00 | 0 | 1 | 3 | 4 | 6 | 24 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 65 |
| 11:00 | 0 | 0 | 0 | 3 | 15 | 30 | 20 | 12 | 3 | 1 | 0 | 0 | 0 | 84 |
| 12:00 | 0 | 4 | 1 | 2 | 15 | 19 | 23 | 5 | 3 | 0 | 0 | 0 | 1 | 73 |
| 13:00 | 0 | 1 | 0 | 1 | 14 | 21 | 15 | 15 | 1 | 0 | 0 | 0 | 0 | 68 |
| 14:00 | 0 | 1 | 0 | 1 | 11 | 45 | 27 | 11 | 7 | 0 | 1 | 0 | 0 | 104 |
| 15:00 | 0 | 1 | 3 | 5 | 9 | 25 | 26 | 5 | 2 | 5 | 0 | 0 | 0 | 81 |
| 16:00 | 0 | 1 | 1 | 1 | 15 | 25 | 27 | 17 | 2 | 0 | 0 | 0 | 0 | 89 |
| 17:00 | 0 | 1 | 1 | 2 | 8 | 20 | 21 | 9 | 0 | 1 | 0 | 0 | 0 | 63 |
| 18:00 | 0 | 0 | 0 | 1 | 5 | 15 | 15 | 6 | 4 | 1 | 0 | 0 | 0 | 47 |
| 19:00 | 0 | 0 | 1 | 0 | 1 | 8 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| Totals | 0 | 12 | 12 | 32 | 147 | 341 | 305 | 156 | 43 | 13 | 2 | 3 | 3 | 1,069 |
| % of Totals | | 1% | 1% | 3% | 14% | 32% | 29% | 15% | 4% | 1% | 0% | 0% | 0% | 100% |

### HOURLY BREAKDOWN — SOUTHBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 0 | 0 | 0 | 5 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 0 | 0 | 0 | 1 | 2 | 10 | 20 | 5 | 2 | 1 | 0 | 0 | 0 | 41 |
| 6:00 | 0 | 0 | 0 | 1 | 4 | 17 | 16 | 5 | 5 | 1 | 1 | 0 | 0 | 50 |
| 7:00 | 2 | 0 | 0 | 1 | 5 | 15 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 43 |
| 8:00 | 0 | 1 | 1 | 1 | 6 | 17 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 42 |
| 9:00 | 0 | 0 | 1 | 1 | 10 | 9 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 0 | 1 | 3 | 2 | 6 | 19 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 1 | 2 | 3 | 3 | 12 | 29 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 72 |
| 12:00 | 0 | 3 | 1 | 2 | 6 | 24 | 24 | 12 | 3 | 2 | 0 | 0 | 0 | 77 |
| 13:00 | 0 | 5 | 2 | 2 | 12 | 20 | 19 | 11 | 4 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 0 | 3 | 1 | 3 | 7 | 32 | 24 | 8 | 7 | 0 | 1 | 0 | 0 | 86 |
| 15:00 | 1 | 4 | 3 | 12 | 7 | 26 | 31 | 7 | 0 | 3 | 0 | 0 | 0 | 94 |
| 16:00 | 0 | 2 | 1 | 1 | 8 | 17 | 17 | 16 | 3 | 0 | 1 | 0 | 0 | 66 |
| 17:00 | 0 | 0 | 0 | 0 | 6 | 7 | 17 | 9 | 3 | 2 | 1 | 0 | 0 | 45 |
| 18:00 | 0 | 0 | 0 | 0 | 4 | 7 | 13 | 5 | 3 | 1 | 1 | 0 | 0 | 34 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 5 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 26 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 4 | 22 | 16 | 34 | 110 | 280 | 285 | 110 | 41 | 11 | 5 | 0 | 0 | 918 |
| % of Totals | 0% | 2% | 2% | 4% | 12% | 31% | 31% | 12% | 4% | 1% | 1% | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 6 | 0 | 3 | 1 | 1 | 0 | 21 |
| 4:00 | 0 | 0 | 0 | 1 | 6 | 6 | 6 | 7 | 7 | 0 | 0 | 0 | 0 | 33 |
| 5:00 | 0 | 0 | 0 | 1 | 9 | 17 | 32 | 14 | 5 | 2 | 0 | 0 | 0 | 80 |
| 6:00 | 0 | 0 | 0 | 2 | 8 | 38 | 37 | 16 | 6 | 1 | 1 | 1 | 0 | 110 |
| 7:00 | 2 | 0 | 0 | 2 | 21 | 48 | 41 | 18 | 5 | 0 | 0 | 0 | 0 | 137 |
| 8:00 | 0 | 1 | 1 | 5 | 9 | 35 | 26 | 12 | 2 | 0 | 0 | 1 | 1 | 93 |
| 9:00 | 0 | 2 | 1 | 5 | 21 | 27 | 31 | 9 | 7 | 0 | 0 | 0 | 1 | 104 |
| 10:00 | 0 | 2 | 6 | 6 | 12 | 43 | 26 | 19 | 1 | 0 | 0 | 0 | 0 | 115 |
| 11:00 | 1 | 2 | 3 | 6 | 27 | 59 | 38 | 16 | 3 | 1 | 0 | 0 | 0 | 156 |
| 12:00 | 0 | 7 | 2 | 4 | 21 | 43 | 47 | 17 | 6 | 2 | 0 | 0 | 1 | 150 |
| 13:00 | 0 | 6 | 2 | 3 | 26 | 41 | 34 | 26 | 5 | 0 | 0 | 0 | 0 | 143 |
| 14:00 | 0 | 4 | 1 | 4 | 18 | 77 | 51 | 19 | 14 | 0 | 2 | 0 | 0 | 190 |
| 15:00 | 1 | 5 | 6 | 17 | 16 | 51 | 57 | 12 | 2 | 8 | 0 | 0 | 0 | 175 |
| 16:00 | 0 | 3 | 2 | 2 | 23 | 42 | 44 | 33 | 5 | 0 | 1 | 0 | 0 | 155 |
| 17:00 | 0 | 1 | 1 | 2 | 14 | 27 | 38 | 18 | 3 | 3 | 1 | 0 | 0 | 108 |
| 18:00 | 0 | 0 | 0 | 1 | 9 | 22 | 28 | 11 | 7 | 2 | 1 | 0 | 0 | 81 |
| 19:00 | 0 | 0 | 1 | 1 | 3 | 13 | 18 | 7 | 1 | 1 | 0 | 0 | 0 | 45 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 6 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 31 |
| 21:00 | 0 | 0 | 1 | 0 | 2 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 1 | 1 | 1 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 8 |
| Totals | 4 | 34 | 28 | 66 | 257 | 621 | 590 | 266 | 84 | 24 | 7 | 3 | 3 | 1,987 |
| % of Totals | 0% | 2% | 1% | 3% | 13% | 31% | 30% | 13% | 4% | 1% | 0% | 0% | 0% | 100% |

### STATISTICS — NORTHBOUND

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 3 | 3 | 19 | 66 | 156 | 140 | 80 | 23 | 5 | 1 | 3 | 2 | 501 |
| % | 0% | 0% | 0% | 2% | 6% | 15% | 13% | 7% | 2% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 0:00 | 8:30 | 9:45 | 9:30 | 11:15 | 7:00 | 6:30 | 6:30 | 8:45 | 2:45 | 3:00 | 2:15 | 8:15 | 7:00 |
| Peak Volume | 0 | 2 | 3 | 7 | 22 | 33 | 27 | 16 | 6 | 3 | 1 | 1 | 2 | 94 |
| 12:00 - 24:00 | 0 | 9 | 9 | 13 | 81 | 185 | 165 | 76 | 20 | 8 | 1 | 0 | 1 | 568 |
| % | 0% | 1% | 1% | 1% | 8% | 17% | 15% | 7% | 2% | 1% | 0% | 0% | 0% | 53% |
| Peak Hour | 12:00 | 12:00 | 14:15 | 15:00 | 12:00 | 14:00 | 14:15 | 16:00 | 13:30 | 15:00 | 14:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 0 | 4 | 3 | 5 | 15 | 45 | 29 | 17 | 8 | 5 | 1 | 0 | 1 | 104 |
| 07:00 - 09:00 | 0 | 0 | 0 | 5 | 19 | 51 | 41 | 22 | 5 | 0 | 0 | 1 | 1 | 145 |
| % | 0% | 0% | 0% | 0% | 2% | 5% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 16 | 33 | 26 | 13 | 5 | 0 | 0 | 1 | 1 | 94 |
| 16:00 - 18:00 | 0 | 2 | 2 | 3 | 23 | 45 | 48 | 26 | 2 | 1 | 0 | 0 | 0 | 152 |
| % | 0% | 0% | 0% | 0% | 2% | 4% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 2 | 3 | 15 | 25 | 27 | 17 | 2 | 1 | 0 | 0 | 0 | 89 |

### STATISTICS — SOUTHBOUND

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 5 | 8 | 11 | 53 | 131 | 109 | 37 | 13 | 2 | 1 | 0 | 0 | 373 |
| % | 0% | 0% | 1% | 1% | 5% | 12% | 10% | 3% | 1% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 6:15 | 11:00 | 10:15 | 11:15 | 11:15 | 11:00 | 11:45 | 10:00 | 6:00 | 4:45 | 6:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 2 | 5 | 5 | 15 | 29 | 27 | 9 | 5 | 1 | 1 | 0 | 0 | 82 |
| 12:00 - 24:00 | 1 | 17 | 8 | 23 | 57 | 149 | 176 | 73 | 28 | 9 | 4 | 0 | 0 | 545 |
| % | 0% | 2% | 1% | 2% | 5% | 14% | 16% | 7% | 3% | 1% | 0% | 0% | 0% | 51% |
| Peak Hour | 14:15 | 12:45 | 14:30 | 15:00 | 13:00 | 13:45 | 14:45 | 16:00 | 13:45 | 15:00 | 16:45 | 12:00 | 12:00 | 15:00 |
| Peak Volume | 1 | 6 | 4 | 12 | 12 | 35 | 36 | 16 | 8 | 3 | 2 | 0 | 0 | 94 |
| 07:00 - 09:00 | 2 | 1 | 1 | 2 | 11 | 32 | 26 | 8 | 2 | 0 | 0 | 0 | 0 | 85 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:00 | 7:15 | 7:15 | 7:15 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 2 | 1 | 1 | 1 | 7 | 17 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 46 |
| 16:00 - 18:00 | 0 | 2 | 1 | 1 | 14 | 24 | 34 | 25 | 6 | 2 | 2 | 0 | 0 | 111 |
| % | 0% | 0% | 0% | 0% | 1% | 2% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 2 | 1 | 1 | 8 | 17 | 17 | 16 | 4 | 2 | 2 | 0 | 0 | 66 |

### STATISTICS — TOTALS

| | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 8 | 11 | 30 | 119 | 287 | 249 | 117 | 36 | 7 | 2 | 3 | 2 | 874 |
| % | 0% | 1% | 1% | 3% | 11% | 27% | 23% | 11% | 3% | 1% | 0% | 0% | 0% | 82% |
| Peak Hour | 6:15 | 11:30 | 10:15 | 9:45 | 11:15 | 11:00 | 11:30 | 6:30 | 6:45 | 2:45 | 3:00 | 2:15 | 8:15 | 11:15 |
| Peak Volume | 2 | 4 | 8 | 8 | 37 | 59 | 44 | 22 | 8 | 3 | 1 | 1 | 2 | 167 |
| 12:00 - 24:00 | 1 | 26 | 17 | 36 | 138 | 334 | 341 | 149 | 48 | 17 | 5 | 0 | 1 | 1113 |
| % | 0% | 2% | 2% | 3% | 13% | 31% | 32% | 14% | 4% | 2% | 0% | 0% | 0% | 104% |
| Peak Hour | 14:15 | 12:15 | 14:30 | 15:00 | 13:00 | 13:45 | 14:45 | 16:00 | 13:45 | 15:00 | 14:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 1 | 9 | 7 | 17 | 26 | 77 | 62 | 33 | 15 | 8 | 2 | 0 | 1 | 190 |
| 07:00 - 09:00 | 2 | 1 | 1 | 7 | 30 | 83 | 67 | 30 | 7 | 0 | 0 | 1 | 1 | 230 |
| % | 0% | 0% | 0% | 1% | 3% | 8% | 6% | 3% | 1% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 7:00 | 7:30 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 |
| Peak Volume | 2 | 1 | 1 | 5 | 21 | 48 | 41 | 18 | 6 | 0 | 0 | 1 | 1 | 137 |
| 16:00 - 18:00 | 0 | 4 | 3 | 4 | 37 | 69 | 82 | 51 | 8 | 3 | 2 | 0 | 0 | 263 |
| % | 0% | 0% | 0% | 0% | 3% | 6% | 8% | 5% | 1% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:45 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 3 | 3 | 4 | 23 | 42 | 44 | 33 | 5 | 3 | 2 | 0 | 0 | 155 |

### Percentiles

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 34 | 40 | 40 | 47 | 51 | 1069 |
| SOUTHBOUND | 33 | 40 | 39 | 46 | 51 | 918 |
| TOTALS | 33 | 40 | 40 | 47 | 51 | 1987 |

### 15-MINUTE BREAKDOWN — NORTHBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 10 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:45 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:15 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 12 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 8 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:15 | 0 | 0 | 0 | 0 | 11 | 7 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 34 |
| 7:30 | 0 | 0 | 0 | 0 | 3 | 11 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 20 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 7 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 | 0 | 0 | 0 | 2 | 3 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 12 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 2 | 3 | 0 | 0 | 0 | 1 | 17 |
| 9:15 | 0 | 2 | 0 | 0 | 1 | 3 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 10 |
| 9:45 | 0 | 0 | 0 | 3 | 6 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 0 | 0 | 2 | 1 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:15 | 0 | 1 | 2 | 2 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 0 | 1 | 0 | 0 | 11 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 2 | 2 | 3 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 0 | 0 | 1 | 6 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 0 | 0 | 0 | 6 | 11 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 1 | 0 | 0 | 9 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 5 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 0 | 1 | 2 | 3 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 1 | 19 |
| 12:45 | 0 | 2 | 0 | 0 | 2 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 1 | 0 | 0 | 3 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 13:45 | 0 | 0 | 0 | 1 | 3 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 1 | 0 | 1 | 4 | 17 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 33 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 25 |
| 14:30 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 12 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 26 |
| 15:00 | 0 | 1 | 3 | 0 | 5 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 21 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 5 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 15:45 | 0 | 0 | 0 | 4 | 2 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 0 | 0 | 0 | 7 | 7 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 0 | 1 | 0 | 3 | 7 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:45 | 0 | 1 | 0 | 1 | 2 | 8 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:15 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 1 | 0 | 0 | 4 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 12 | 12 | 32 | 147 | 341 | 305 | 156 | 43 | 13 | 2 | 3 | 3 | 1,069 |
| % of Totals | 0% | 1% | 1% | 3% | 14% | 32% | 29% | 15% | 4% | 1% | 0% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — SOUTHBOUND

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 15 |
| 7:00 | 2 | 0 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 8:15 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 1 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 1 | 2 | 0 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 0 | 1 | 1 | 2 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 0 | 2 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 1 | 1 | 0 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:30 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:45 | 1 | 1 | 0 | 2 | 4 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 0 | 2 | 4 | 3 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 23 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 9 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 2 | 1 | 0 | 0 | 7 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 20 |
| 13:00 | 0 | 2 | 1 | 0 | 4 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 1 | 0 | 0 | 1 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 1 | 1 | 2 | 3 | 6 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:45 | 0 | 1 | 0 | 0 | 4 | 7 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 1 | 0 | 0 | 3 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 24 |
| 14:15 | 0 | 1 | 0 | 2 | 1 | 8 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 17 |
| 14:30 | 0 | 1 | 0 | 1 | 1 | 9 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 25 |
| 14:45 | 0 | 0 | 1 | 0 | 2 | 4 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 1 | 1 | 0 | 1 | 3 | 8 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 27 |
| 15:15 | 0 | 0 | 3 | 3 | 2 | 3 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 21 |
| 15:30 | 0 | 1 | 0 | 5 | 2 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:45 | 0 | 2 | 0 | 3 | 0 | 13 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 24 |
| 16:00 | 0 | 1 | 0 | 0 | 2 | 6 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 23 |
| 16:15 | 0 | 1 | 0 | 0 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 14 |
| 16:45 | 0 | 0 | 1 | 1 | 2 | 2 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 16 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 12 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 17 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 13 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 4 | 22 | 16 | 34 | 110 | 280 | 285 | 110 | 41 | 11 | 5 | 0 | 0 | 918 |
| % of Totals | 0% | 2% | 2% | 4% | 12% | 31% | 31% | 12% | 4% | 1% | 1% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | 5 15 | 15 20 | 20 25 | 25 30 | 30 35 | 35 40 | 40 45 | 45 50 | 50 55 | 55 60 | 60 65 | 65 70 | 70 99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 3:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 5 |
| 3:30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 7 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 17 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 19 |
| 5:45 | 0 | 0 | 0 | 0 | 4 | 7 | 12 | 6 | 3 | 0 | 0 | 0 | 0 | 32 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 12 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 31 |
| 6:15 | 0 | 0 | 0 | 1 | 3 | 12 | 5 | 4 | 1 | 0 | 0 | 1 | 0 | 27 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:45 | 0 | 0 | 0 | 1 | 4 | 5 | 9 | 3 | 4 | 1 | 1 | 0 | 0 | 28 |
| 7:00 | 2 | 0 | 0 | 1 | 3 | 11 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 0 | 0 | 0 | 13 | 12 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 45 |
| 7:30 | 0 | 0 | 0 | 0 | 4 | 18 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 36 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 7 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 0 | 0 | 1 | 3 | 8 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 23 |
| 8:15 | 0 | 1 | 0 | 3 | 3 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 27 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 12 | 8 | 2 | 1 | 0 | 0 | 1 | 0 | 26 |
| 8:45 | 0 | 0 | 1 | 1 | 1 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 1 | 2 | 3 | 6 | 9 | 2 | 3 | 0 | 0 | 0 | 1 | 27 |
| 9:15 | 0 | 2 | 0 | 0 | 3 | 3 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 24 |
| 9:30 | 0 | 0 | 0 | 0 | 8 | 4 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 22 |
| 9:45 | 0 | 0 | 0 | 3 | 7 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 0 | 0 | 2 | 3 | 8 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 25 |
| 10:15 | 0 | 2 | 4 | 2 | 4 | 9 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:30 | 0 | 0 | 1 | 1 | 0 | 17 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:45 | 0 | 0 | 1 | 1 | 5 | 9 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 0 | 2 | 2 | 3 | 10 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 33 |
| 11:15 | 0 | 1 | 1 | 1 | 11 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:30 | 0 | 0 | 0 | 1 | 3 | 11 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 32 |
| 11:45 | 1 | 1 | 0 | 2 | 10 | 19 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 46 |
| 12:00 | 0 | 1 | 0 | 2 | 13 | 9 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 44 |
| 12:15 | 0 | 2 | 0 | 0 | 2 | 14 | 11 | 3 | 3 | 1 | 0 | 0 | 0 | 36 |
| 12:30 | 0 | 0 | 1 | 2 | 4 | 9 | 9 | 6 | 2 | 0 | 0 | 0 | 1 | 34 |
| 12:45 | 0 | 4 | 1 | 0 | 2 | 11 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 36 |
| 13:00 | 0 | 3 | 1 | 0 | 7 | 6 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 35 |
| 13:15 | 0 | 1 | 0 | 0 | 6 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 1 | 1 | 2 | 6 | 12 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 47 |
| 13:45 | 0 | 1 | 0 | 1 | 7 | 16 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 40 |
| 14:00 | 0 | 2 | 0 | 1 | 7 | 28 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 57 |
| 14:15 | 0 | 1 | 0 | 2 | 1 | 17 | 11 | 3 | 6 | 0 | 1 | 0 | 0 | 42 |
| 14:30 | 0 | 1 | 0 | 1 | 4 | 16 | 15 | 4 | 4 | 0 | 0 | 0 | 0 | 45 |
| 14:45 | 0 | 0 | 1 | 0 | 6 | 16 | 13 | 8 | 1 | 0 | 1 | 0 | 0 | 46 |
| 15:00 | 1 | 2 | 3 | 1 | 8 | 16 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 54 |
| 15:15 | 0 | 0 | 3 | 3 | 2 | 15 | 12 | 3 | 1 | 3 | 0 | 0 | 0 | 42 |
| 15:30 | 0 | 1 | 0 | 6 | 4 | 7 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 40 |
| 15:45 | 0 | 2 | 0 | 7 | 2 | 13 | 8 | 3 | 0 | 4 | 0 | 0 | 0 | 39 |
| 16:00 | 0 | 1 | 0 | 0 | 9 | 13 | 13 | 13 | 2 | 0 | 0 | 0 | 0 | 51 |
| 16:15 | 0 | 1 | 1 | 0 | 6 | 11 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 34 |
| 16:30 | 0 | 0 | 0 | 0 | 4 | 8 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 0 | 1 | 1 | 2 | 4 | 10 | 11 | 10 | 1 | 0 | 1 | 0 | 0 | 41 |
| 17:00 | 0 | 0 | 1 | 0 | 2 | 9 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 26 |
| 17:15 | 0 | 0 | 0 | 1 | 4 | 5 | 8 | 5 | 1 | 2 | 0 | 0 | 0 | 26 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 4 | 0 | 1 | 1 | 0 | 0 | 16 |
| 17:45 | 0 | 1 | 0 | 0 | 7 | 10 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 4 | 10 | 6 | 1 | 1 | 1 | 0 | 0 | 25 |
| 18:15 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 4 | 34 | 28 | 66 | 257 | 621 | 590 | 266 | 84 | 24 | 7 | 3 | 3 | 1,987 |
| % of Totals | 0% | 2% | 1% | 3% | 13% | 31% | 30% | 13% | 4% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,069 | 918 | 0 | 0 | 1,987 |

DAILY TOTALS

### 15-Minutes Interval

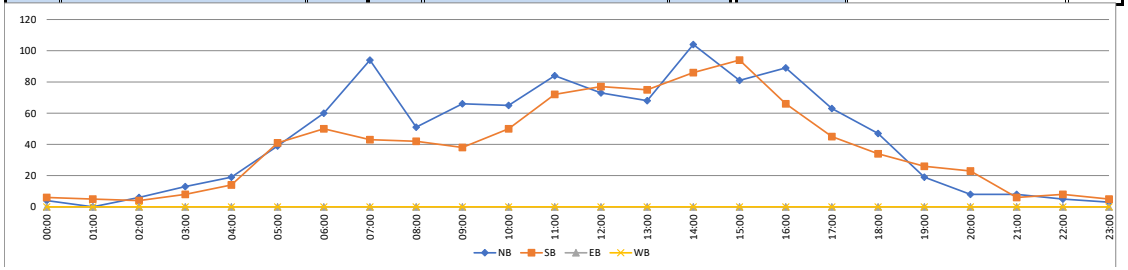
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 1 | | | 2 | 12:00 | 21 | 23 | | | 44 |
| 0:15 | 3 | 0 | | | 3 | 12:15 | 17 | 19 | | | 36 |
| 0:30 | 0 | 3 | | | 3 | 12:30 | 19 | 15 | | | 34 |
| 0:45 | 0 | 2 | | | 2 | 12:45 | 16 | 20 | | | 36 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 17 | 18 | | | 35 |
| 1:15 | 0 | 2 | | | 2 | 13:15 | 10 | 11 | | | 21 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 22 | 25 | | | 47 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 19 | 21 | | | 40 |
| 2:00 | 0 | 2 | | | 2 | 14:00 | 33 | 24 | | | 57 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 25 | 17 | | | 42 |
| 2:30 | 4 | 0 | | | 4 | 14:30 | 20 | 25 | | | 45 |
| 2:45 | 1 | 2 | | | 3 | 14:45 | 26 | 20 | | | 46 |
| 3:00 | 2 | 1 | | | 3 | 15:00 | 27 | 27 | | | 54 |
| 3:15 | 2 | 3 | | | 5 | 15:15 | 21 | 21 | | | 42 |
| 3:30 | 4 | 3 | | | 7 | 15:30 | 18 | 22 | | | 40 |
| 3:45 | 5 | 1 | | | 6 | 15:45 | 15 | 24 | | | 39 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 28 | 23 | | | 51 |
| 4:15 | 7 | 4 | | | 11 | 16:15 | 21 | 13 | | | 34 |
| 4:30 | 8 | 2 | | | 10 | 16:30 | 15 | 14 | | | 29 |
| 4:45 | 3 | 7 | | | 10 | 16:45 | 25 | 16 | | | 41 |
| 5:00 | 10 | 7 | | | 17 | 17:00 | 15 | 11 | | | 26 |
| 5:15 | 3 | 9 | | | 12 | 17:15 | 14 | 12 | | | 26 |
| 5:30 | 9 | 10 | | | 19 | 17:30 | 11 | 5 | | | 16 |
| 5:45 | 17 | 15 | | | 32 | 17:45 | 23 | 17 | | | 40 |
| 6:00 | 18 | 13 | | | 31 | 18:00 | 13 | 12 | | | 25 |
| 6:15 | 12 | 15 | | | 27 | 18:15 | 12 | 2 | | | 14 |
| 6:30 | 17 | 7 | | | 24 | 18:30 | 10 | 12 | | | 22 |
| 6:45 | 13 | 15 | | | 28 | 18:45 | 12 | 8 | | | 20 |
| 7:00 | 21 | 10 | | | 31 | 19:00 | 5 | 13 | | | 18 |
| 7:15 | 34 | 11 | | | 45 | 19:15 | 5 | 1 | | | 6 |
| 7:30 | 20 | 16 | | | 36 | 19:30 | 5 | 7 | | | 12 |
| 7:45 | 19 | 6 | | | 25 | 19:45 | 4 | 5 | | | 9 |
| 8:00 | 10 | 13 | | | 23 | 20:00 | 2 | 11 | | | 13 |
| 8:15 | 19 | 8 | | | 27 | 20:15 | 0 | 4 | | | 4 |
| 8:30 | 12 | 14 | | | 26 | 20:30 | 4 | 4 | | | 8 |
| 8:45 | 10 | 7 | | | 17 | 20:45 | 2 | 4 | | | 6 |
| 9:00 | 17 | 10 | | | 27 | 21:00 | 3 | 1 | | | 4 |
| 9:15 | 16 | 8 | | | 24 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 10 | 12 | | | 22 | 21:30 | 4 | 3 | | | 7 |
| 9:45 | 23 | 8 | | | 31 | 21:45 | 1 | 0 | | | 1 |
| 10:00 | 15 | 10 | | | 25 | 22:00 | 0 | 2 | | | 2 |
| 10:15 | 17 | 15 | | | 32 | 22:15 | 1 | 1 | | | 2 |
| 10:30 | 19 | 12 | | | 31 | 22:30 | 2 | 1 | | | 3 |
| 10:45 | 14 | 13 | | | 27 | 22:45 | 2 | 4 | | | 6 |
| 11:00 | 18 | 15 | | | 33 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 27 | 18 | | | 45 | 23:15 | 0 | 1 | | | 1 |
| 11:30 | 18 | 14 | | | 32 | 23:30 | 1 | 1 | | | 2 |
| 11:45 | 21 | 25 | | | 46 | 23:45 | 1 | 3 | | | 4 |
| TOTALS | 501 | 373 | 0 | 0 | 874 | TOTALS | 568 | 545 | 0 | 0 | 1113 |
| SPLIT % | 57% | 43% | 0% | 0% | 44% | SPLIT % | 51% | 49% | 0% | 0% | 56% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 6 | | | 10 |
| 01:00 | 02:00 | 0 | 5 | | | 5 |
| 02:00 | 03:00 | 6 | 4 | | | 10 |
| 03:00 | 04:00 | 13 | 8 | | | 21 |
| 04:00 | 05:00 | 19 | 14 | | | 33 |
| 05:00 | 06:00 | 39 | 41 | | | 80 |
| 06:00 | 07:00 | 60 | 50 | | | 110 |
| 07:00 | 08:00 | 94 | 43 | | | 137 |
| 08:00 | 09:00 | 51 | 42 | | | 93 |
| 09:00 | 10:00 | 66 | 38 | | | 104 |
| 10:00 | 11:00 | 65 | 50 | | | 115 |
| 11:00 | 12:00 | 84 | 72 | | | 156 |
| 12:00 | 13:00 | 73 | 77 | | | 150 |
| 13:00 | 14:00 | 68 | 75 | | | 143 |
| 14:00 | 15:00 | 104 | 86 | | | 190 |
| 15:00 | 16:00 | 81 | 94 | | | 175 |
| 16:00 | 17:00 | 89 | 66 | | | 155 |
| 17:00 | 18:00 | 63 | 45 | | | 108 |
| 18:00 | 19:00 | 47 | 34 | | | 81 |
| 19:00 | 20:00 | 19 | 26 | | | 45 |
| 20:00 | 21:00 | 8 | 23 | | | 31 |
| 21:00 | 22:00 | 8 | 6 | | | 14 |
| 22:00 | 23:00 | 5 | 8 | | | 13 |
| 23:00 | 00:00 | 3 | 5 | | | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 501 | 373 | | | 874 |
| Peak Hour | 7:00 | 11:00 | | | 11:00 |
| Peak Volume | 94 | 72 | | | 156 |
| Peak Hour Factor | 0.691 | 0.720 | | | 0.848 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 568 | 545 | | | 1113 |
| Peak Hour | 14:00 | 15:00 | | | 14:00 |
| Peak Volume | 104 | 94 | | | 190 |
| Peak Hour Factor | 0.788 | 0.870 | | | 0.833 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 145 | 85 | | | 230 |
| Peak Hour | 7:00 | 7:15 | | | 7:00 |
| Peak Volume | 94 | 46 | | | 137 |
| Peak Hour Factor | 0.691 | 0.719 | | | 0.761 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 152 | 111 | | | 263 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 89 | 66 | | | 155 |
| Peak Hour Factor | 0.795 | 0.717 | | | 0.760 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | | 5 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | |
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 99 | |
| 0:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 1 | 5 | 4 | 3 | 3 | 2 | 1 | 0 | 0 | 21 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 2 | 15 | 10 | 9 | 0 | 1 | 0 | 0 | 0 | 38 |
| 5:00 | 0 | 0 | 0 | 1 | 4 | 14 | 9 | 4 | 5 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 1 | 5 | 14 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 2 | 9 | 28 | 17 | 8 | 8 | 0 | 0 | 0 | 0 | 72 |
| 6:00 | 1 | 6 | 1 | 1 | 11 | 33 | 32 | 4 | 2 | 1 | 1 | 0 | 0 | 93 | 0 | 0 | 1 | 0 | 9 | 25 | 25 | 3 | 0 | 2 | 0 | 0 | 0 | 65 | 1 | 6 | 2 | 1 | 20 | 58 | 57 | 7 | 2 | 3 | 1 | 0 | 0 | 158 |
| 7:00 | 0 | 0 | 0 | 6 | 11 | 27 | 29 | 12 | 1 | 0 | 0 | 0 | 0 | 86 | 0 | 1 | 0 | 0 | 5 | 13 | 15 | 9 | 1 | 1 | 0 | 0 | 0 | 45 | 0 | 1 | 0 | 6 | 16 | 40 | 44 | 21 | 2 | 1 | 0 | 0 | 0 | 131 |
| 8:00 | 0 | 0 | 0 | 1 | 6 | 17 | 22 | 7 | 3 | 1 | 0 | 0 | 0 | 57 | 1 | 1 | 0 | 1 | 9 | 17 | 15 | 4 | 2 | 1 | 0 | 0 | 0 | 51 | 1 | 1 | 0 | 2 | 15 | 34 | 37 | 11 | 5 | 2 | 0 | 0 | 0 | 108 |
| 9:00 | 0 | 0 | 0 | 4 | 11 | 13 | 18 | 12 | 2 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 4 | 1 | 7 | 13 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 4 | 5 | 18 | 26 | 25 | 18 | 6 | 0 | 0 | 0 | 0 | 102 |
| 10:00 | 0 | 1 | 1 | 10 | 9 | 17 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 64 | 0 | 3 | 1 | 1 | 3 | 14 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 4 | 2 | 11 | 12 | 31 | 37 | 14 | 1 | 0 | 0 | 0 | 0 | 112 |
| 11:00 | 0 | 0 | 0 | 1 | 12 | 29 | 29 | 20 | 2 | 0 | 1 | 0 | 0 | 94 | 0 | 0 | 0 | 2 | 8 | 23 | 18 | 10 | 4 | 1 | 1 | 0 | 0 | 67 | 0 | 0 | 0 | 3 | 20 | 52 | 47 | 30 | 6 | 1 | 2 | 0 | 0 | 161 |
| 12:00 | 0 | 3 | 0 | 1 | 7 | 28 | 22 | 7 | 3 | 2 | 0 | 0 | 0 | 73 | 0 | 5 | 2 | 5 | 8 | 33 | 19 | 6 | 2 | 1 | 0 | 0 | 0 | 81 | 0 | 8 | 2 | 6 | 15 | 61 | 41 | 13 | 5 | 3 | 0 | 0 | 0 | 154 |
| 13:00 | 0 | 4 | 0 | 2 | 16 | 23 | 17 | 14 | 4 | 0 | 2 | 0 | 0 | 82 | 0 | 5 | 2 | 1 | 9 | 28 | 18 | 8 | 3 | 2 | 0 | 0 | 0 | 76 | 0 | 9 | 2 | 3 | 25 | 51 | 35 | 22 | 7 | 2 | 2 | 0 | 0 | 158 |
| 14:00 | 2 | 2 | 2 | 5 | 11 | 31 | 27 | 10 | 3 | 0 | 1 | 0 | 0 | 94 | 0 | 5 | 4 | 3 | 6 | 11 | 27 | 14 | 4 | 0 | 0 | 0 | 0 | 74 | 2 | 7 | 6 | 8 | 17 | 42 | 54 | 24 | 7 | 0 | 1 | 0 | 0 | 168 |
| 15:00 | 0 | 4 | 0 | 3 | 4 | 14 | 31 | 12 | 6 | 4 | 1 | 0 | 0 | 79 | 0 | 5 | 5 | 2 | 4 | 19 | 25 | 11 | 3 | 0 | 0 | 0 | 0 | 74 | 0 | 9 | 5 | 5 | 8 | 33 | 56 | 23 | 9 | 4 | 1 | 0 | 0 | 153 |
| 16:00 | 0 | 2 | 2 | 3 | 11 | 34 | 35 | 13 | 7 | 1 | 0 | 0 | 0 | 108 | 0 | 4 | 3 | 0 | 3 | 20 | 25 | 14 | 5 | 1 | 1 | 0 | 0 | 76 | 0 | 6 | 5 | 3 | 14 | 54 | 60 | 27 | 12 | 2 | 1 | 0 | 0 | 184 |
| 17:00 | 1 | 5 | 2 | 3 | 5 | 12 | 17 | 3 | 2 | 1 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 3 | 1 | 12 | 14 | 12 | 3 | 0 | 1 | 0 | 0 | 46 | 1 | 5 | 2 | 6 | 6 | 24 | 31 | 15 | 5 | 1 | 1 | 0 | 0 | 97 |
| 18:00 | 0 | 0 | 0 | 0 | 5 | 12 | 9 | 7 | 1 | 2 | 2 | 0 | 0 | 38 | 0 | 0 | 1 | 2 | 8 | 13 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 40 | 0 | 0 | 1 | 2 | 13 | 25 | 19 | 11 | 2 | 3 | 2 | 0 | 0 | 78 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 0 | 9 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 2 | 4 | 13 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 38 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 1 | 0 | 4 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 2 | 1 | 10 | 10 | 5 | 3 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 0 | 1 | 1 | 1 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 3 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 1 | 4 | 10 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 0 | 2 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 4 | 27 | 11 | 43 | 135 | 333 | 333 | 151 | 47 | 15 | 9 | 0 | 0 | 1,108 | 1 | 30 | 25 | 30 | 90 | 290 | 271 | 130 | 42 | 10 | 3 | 0 | 0 | 922 | 5 | 57 | 36 | 73 | 225 | 623 | 604 | 281 | 89 | 25 | 12 | 0 | 0 | 2,030 |
| % of Totals | 0% | 2% | 1% | 4% | 12% | 30% | 30% | 14% | 4% | 1% | 1% | | | 100% | 0% | 3% | 3% | 3% | 10% | 31% | 29% | 14% | 5% | 1% | 0% | | | 100% | 0% | 3% | 2% | 4% | 11% | 31% | 30% | 14% | 4% | 1% | 1% | | | 100% |

### STATISTICS

| | NB 5 | NB 15 | NB 20 | NB 25 | NB 30 | NB 35 | NB 40 | NB 45 | NB 50 | NB 55 | NB 60 | NB 65 | NB 70 | Total | SB 5 | SB 15 | SB 20 | SB 25 | SB 30 | SB 35 | SB 40 | SB 45 | SB 50 | SB 55 | SB 60 | SB 65 | SB 70 | Total | T 5 | T 15 | T 20 | T 25 | T 30 | T 35 | T 40 | T 45 | T 50 | T 55 | T 60 | T 65 | T 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 7 | 2 | 24 | 68 | 160 | 164 | 78 | 20 | 5 | 3 | 0 | 0 | 532 | 1 | 6 | 6 | 11 | 47 | 134 | 118 | 50 | 15 | 5 | 1 | 0 | 0 | 394 | 2 | 13 | 8 | 35 | 115 | 294 | 282 | 128 | 35 | 10 | 4 | 0 | 0 | 926 |
| % | 0% | 1% | 0% | 2% | 6% | 14% | 15% | 7% | 2% | 0% | 0% | 0% | 0% | 48% | 0% | 1% | 1% | 1% | 4% | 12% | 11% | 5% | 1% | 0% | 0% | 0% | 0% | 36% | 0% | 1% | 1% | 3% | 10% | 27% | 25% | 12% | 3% | 1% | 0% | 0% | 0% | 84% |
| Peak Hour | 5:45 | 6:00 | 5:45 | 9:30 | 6:30 | 11:15 | 6:15 | 10:45 | 5:00 | 3:00 | 2:15 | 0:00 | 0:00 | 6:15 | 7:15 | 9:45 | 8:45 | 10:45 | 5:45 | 11:45 | 6:00 | 11:15 | 8:45 | 6:30 | 11:00 | 0:00 | 0:00 | 11:15 | 5:45 | 6:00 | 8:45 | 9:30 | 6:15 | 11:15 | 6:00 | 10:45 | 5:00 | 6:30 | 11:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 6 | 1 | 10 | 15 | 35 | 35 | 21 | 5 | 2 | 1 | 0 | 0 | 98 | 1 | 3 | 4 | 3 | 11 | 32 | 25 | 11 | 6 | 3 | 1 | 0 | 0 | 78 | 1 | 6 | 4 | 11 | 25 | 65 | 57 | 30 | 8 | 4 | 2 | 0 | 0 | 176 |
| 12:00 - 24:00 | 3 | 20 | 9 | 19 | 67 | 173 | 169 | 73 | 27 | 10 | 6 | 0 | 0 | 576 | 0 | 24 | 19 | 19 | 43 | 156 | 153 | 80 | 27 | 5 | 2 | 0 | 0 | 528 | 3 | 44 | 28 | 38 | 110 | 329 | 322 | 153 | 54 | 15 | 8 | 0 | 0 | 1104 |
| % | 0% | 2% | 1% | 2% | 6% | 16% | 15% | 7% | 2% | 1% | 1% | 0% | 0% | 52% | 0% | 2% | 2% | 2% | 4% | 14% | 14% | 7% | 2% | 0% | 0% | 0% | 0% | 48% | 0% | 4% | 3% | 3% | 10% | 30% | 29% | 14% | 5% | 1% | 1% | 0% | 0% | 100% |
| Peak Hour | 14:00 | 16:30 | 16:30 | 13:15 | 13:15 | 16:00 | 15:45 | 13:15 | 15:45 | 15:00 | 12:45 | 12:00 | 12:00 | 16:00 | 12:00 | 13:15 | 15:45 | 12:00 | 13:15 | 12:00 | 14:30 | 16:15 | 13:30 | 13:00 | 15:30 | 12:00 | 12:00 | 13:15 | 14:00 | 13:15 | 13:15 | 13:15 | 13:15 | 12:00 | 15:45 | 14:30 | 15:45 | 15:00 | 17:30 | 12:00 | 12:00 | 13:15 |
| Peak Volume | 2 | 5 | 4 | 5 | 20 | 34 | 38 | 15 | 11 | 4 | 2 | 0 | 0 | 108 | 0 | 7 | 6 | 5 | 12 | 33 | 29 | 16 | 5 | 2 | 1 | 0 | 0 | 85 | 2 | 11 | 6 | 9 | 32 | 61 | 65 | 29 | 14 | 4 | 3 | 0 | 0 | 185 |
| 07:00 - 09:00 | 0 | 0 | 0 | 7 | 17 | 44 | 51 | 19 | 4 | 1 | 0 | 0 | 0 | 143 | 1 | 2 | 0 | 1 | 14 | 30 | 30 | 13 | 3 | 2 | 0 | 0 | 0 | 96 | 1 | 2 | 0 | 8 | 31 | 74 | 81 | 32 | 7 | 3 | 0 | 0 | 0 | 239 |
| % | 0% | 0% | 0% | 1% | 2% | 4% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 0% | 1% | 3% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 1% | 3% | 7% | 7% | 3% | 1% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:45 | 8:00 | 8:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 6 | 11 | 27 | 29 | 15 | 3 | 1 | 0 | 0 | 0 | 86 | 1 | 1 | 0 | 1 | 9 | 17 | 18 | 9 | 2 | 1 | 0 | 0 | 0 | 51 | 1 | 1 | 0 | 6 | 16 | 40 | 44 | 23 | 5 | 2 | 0 | 0 | 0 | 131 |
| 16:00 - 18:00 | 1 | 7 | 4 | 6 | 16 | 46 | 52 | 16 | 9 | 2 | 0 | 0 | 0 | 159 | 0 | 4 | 3 | 3 | 4 | 32 | 39 | 26 | 8 | 1 | 2 | 0 | 0 | 122 | 1 | 11 | 7 | 9 | 20 | 78 | 91 | 42 | 17 | 3 | 2 | 0 | 0 | 281 |
| % | 0% | 1% | 0% | 1% | 1% | 4% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 0% | 0% | 3% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 11% | 0% | 1% | 1% | 1% | 2% | 7% | 8% | 4% | 2% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 16:30 | 16:30 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 5 | 4 | 4 | 11 | 34 | 35 | 13 | 7 | 2 | 0 | 0 | 0 | 108 | 0 | 4 | 3 | 3 | 3 | 20 | 25 | 16 | 5 | 1 | 1 | 0 | 0 | 76 | 1 | 6 | 6 | 7 | 14 | 54 | 60 | 27 | 12 | 3 | 1 | 0 | 0 | 184 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 33 | 35 | 40 | 47 | 52 | 1108 |
| SOUTHBOUND | 33 | 40 | 39 | 47 | 51 | 922 |
| TOTALS | 33 | 40 | 40 | 47 | 51 | 2030 |

### 15-MINUTE BREAKDOWN

| Time | NB 5 | NB 15 | NB 20 | NB 25 | NB 30 | NB 35 | NB 40 | NB 45 | NB 50 | NB 55 | NB 60 | NB 65 | NB 70 | Total | SB 5 | SB 15 | SB 20 | SB 25 | SB 30 | SB 35 | SB 40 | SB 45 | SB 50 | SB 55 | SB 60 | SB 65 | SB 70 | Total | T 5 | T 15 | T 20 | T 25 | T 30 | T 35 | T 40 | T 45 | T 50 | T 55 | T 60 | T 65 | T 70 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 11 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 8 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 10 |
| 5:30 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 4 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 23 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 4 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 4 | 9 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 8 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 15 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 40 |
| 6:15 | 0 | 1 | 0 | 1 | 2 | 6 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 6 | 8 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 32 |
| 6:30 | 1 | 4 | 1 | 0 | 4 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 3 | 5 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 16 | 1 | 4 | 1 | 0 | 7 | 16 | 11 | 1 | 1 | 2 | 0 | 0 | 0 | 44 |
| 6:45 | 0 | 1 | 0 | 0 | 3 | 8 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 2 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 1 | 0 | 5 | 19 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 0 | 0 | 0 | 5 | 8 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 7 | 13 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 44 |
| 7:15 | 0 | 0 | 0 | 2 | 3 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 5 | 8 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 0 | 0 | 3 | 1 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 3 | 1 | 11 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:45 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 3 | 8 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 7 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 29 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 21 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 1 | 4 | 6 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 20 |
| 8:45 | 0 | 0 | 0 | 1 | 4 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 4 | 5 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 8 | 13 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 38 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 3 | 5 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 2 | 1 | 8 | 8 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 36 |
| 9:15 | 0 | 0 | 0 | 2 | 2 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 3 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 22 |
| 9:30 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 5 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 0 | 1 | 3 | 2 | 3 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 1 | 3 | 2 | 5 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:15 | 0 | 1 | 0 | 6 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 1 | 6 | 2 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:30 | 0 | 0 | 0 | 0 | 4 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 1 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 5 | 10 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:45 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 3 | 7 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 4 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 9 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 31 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 8 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 1 | 2 | 9 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 5 | 17 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:30 | 0 | 0 | 0 | 1 | 4 | 8 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 1 | 3 | 3 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 2 | 7 | 11 | 13 | 9 | 2 | 1 | 0 | 0 | 0 | 45 |
| 11:45 | 0 | 0 | 0 | 0 | 4 | 9 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 5 | 15 | 11 | 1 | 1 | 0 | 2 | 0 | 0 | 35 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 10 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 1 | 3 | 12 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 2 | 4 | 22 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 46 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 5 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 10 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 22 | 0 | 2 | 0 | 0 | 2 | 15 | 11 | 4 | 0 | 3 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 2 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 3 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 2 | 1 | 4 | 3 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 2 | 1 | 4 | 6 | 14 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 0 | 1 | 0 | 0 | 2 | 5 | 5 | 2 | 2 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 1 | 0 | 2 | 10 | 10 | 2 | 2 | 0 | 1 | 0 | 0 | 29 |
| 13:15 | 0 | 1 | 0 | 0 | 6 | 3 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 1 | 0 | 4 | 10 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 3 | 1 | 0 | 10 | 13 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 0 | 1 | 0 | 1 | 2 | 10 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 20 | 0 | 2 | 0 | 1 | 2 | 5 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 17 | 0 | 3 | 0 | 2 | 4 | 15 | 1 | 8 | 2 | 1 | 1 | 0 | 0 | 37 |
| 13:45 | 0 | 1 | 0 | 1 | 6 | 5 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 3 | 8 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 19 | 0 | 2 | 0 | 1 | 9 | 13 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 42 |
| 14:00 | 0 | 1 | 2 | 3 | 6 | 9 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 36 | 0 | 2 | 3 | 3 | 3 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 3 | 5 | 6 | 9 | 10 | 15 | 6 | 1 | 0 | 1 | 0 | 0 | 56 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 1 | 2 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 3 | 5 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 0 | 1 | 0 | 1 | 3 | 13 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 6 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 2 | 0 | 1 | 4 | 19 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 48 |
| 14:45 | 2 | 0 | 0 | 1 | 0 | 6 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 2 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 1 | 1 | 1 | 8 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 2 | 0 | 2 | 1 | 2 | 9 | 5 | 1 | 2 | 1 | 0 | 0 | 25 | 0 | 2 | 1 | 0 | 1 | 9 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 4 | 1 | 2 | 2 | 11 | 14 | 8 | 2 | 2 | 1 | 0 | 0 | 47 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 3 | 10 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 36 |
| 15:30 | 0 | 1 | 0 | 1 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 1 | 0 | 4 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 25 |
| 15:45 | 0 | 1 | 0 | 0 | 1 | 6 | 12 | 1 | 4 | 1 | 0 | 0 | 0 | 26 | 0 | 2 | 3 | 2 | 2 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 3 | 3 | 2 | 3 | 8 | 18 | 3 | 4 | 1 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 1 | 0 | 0 | 3 | 7 | 10 | 5 | 4 | 0 | 0 | 0 | 0 | 30 | 0 | 2 | 1 | 0 | 0 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 3 | 1 | 0 | 3 | 15 | 16 | 7 | 5 | 0 | 0 | 0 | 0 | 50 |
| 16:15 | 0 | 1 | 0 | 0 | 2 | 6 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 5 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 2 | 11 | 16 | 4 | 2 | 0 | 1 | 0 | 0 | 38 |
| 16:30 | 0 | 0 | 0 | 1 | 4 | 7 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 2 | 0 | 3 | 5 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 24 | 0 | 1 | 2 | 1 | 7 | 12 | 15 | 8 | 3 | 1 | 0 | 0 | 0 | 50 |
| 16:45 | 0 | 0 | 2 | 2 | 2 | 14 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 2 | 2 | 16 | 13 | 8 | 2 | 1 | 0 | 0 | 0 | 46 |
| 17:00 | 0 | 1 | 0 | 0 | 1 | 3 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 2 | 1 | 6 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 28 |
| 17:15 | 1 | 4 | 2 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 1 | 4 | 2 | 2 | 2 | 5 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 2 | 6 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 18 |
| 17:45 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 7 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 5 | 9 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 22 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 6 | 0 | 1 | 1 | 0 | 0 | 19 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 8 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 1 | 8 | 6 | 3 | 1 | 2 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 14 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 27 | 11 | 43 | 135 | 333 | 333 | 151 | 47 | 15 | 9 | 0 | 0 | 1,108 | 1 | 30 | 25 | 30 | 90 | 290 | 271 | 130 | 42 | 10 | 3 | 0 | 0 | 922 | 5 | 57 | 36 | 73 | 225 | 623 | 604 | 281 | 89 | 25 | 12 | 0 | 0 | 2,030 |
| % of Totals | 0% | 2% | 1% | 4% | 12% | 30% | 30% | 14% | 4% | 1% | 1% | 0% | 0% | 100% | 0% | 3% | 3% | 3% | 10% | 31% | 29% | 14% | 5% | 1% | 0% | 0% | 0% | 100% | 0% | 3% | 2% | 4% | 11% | 31% | 30% | 14% | 4% | 1% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,108 | 922 | 0 | 0 | 2,030 |

DAILY TOTALS

### 15-Minutes Interval

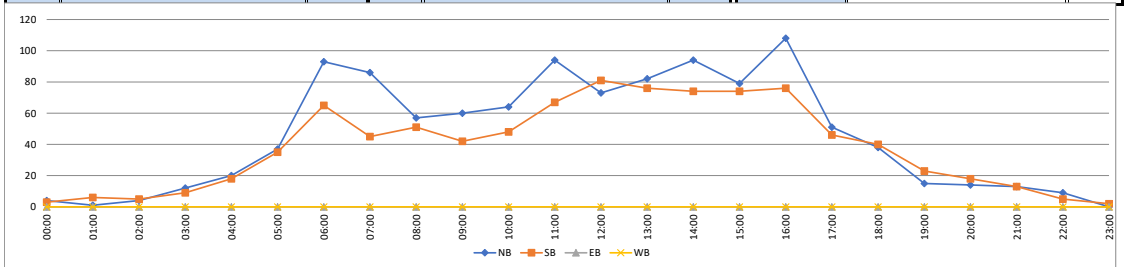
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 24 | 22 | | | 46 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 15 | 22 | | | 37 |
| 0:30 | 0 | 2 | | | 2 | 12:30 | 16 | 11 | | | 27 |
| 0:45 | 3 | 0 | | | 3 | 12:45 | 18 | 26 | | | 44 |
| 1:00 | 0 | 4 | | | 4 | 13:00 | 18 | 11 | | | 29 |
| 1:15 | 1 | 1 | | | 2 | 13:15 | 21 | 29 | | | 50 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 20 | 17 | | | 37 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 23 | 19 | | | 42 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 36 | 20 | | | 56 |
| 2:15 | 1 | 1 | | | 2 | 14:15 | 13 | 17 | | | 30 |
| 2:30 | 1 | 1 | | | 2 | 14:30 | 26 | 22 | | | 48 |
| 2:45 | 2 | 3 | | | 5 | 14:45 | 19 | 15 | | | 34 |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 25 | 22 | | | 47 |
| 3:15 | 1 | 1 | | | 2 | 15:15 | 17 | 19 | | | 36 |
| 3:30 | 3 | 3 | | | 6 | 15:30 | 11 | 14 | | | 25 |
| 3:45 | 6 | 5 | | | 11 | 15:45 | 26 | 19 | | | 45 |
| 4:00 | 4 | 3 | | | 7 | 16:00 | 30 | 20 | | | 50 |
| 4:15 | 6 | 2 | | | 8 | 16:15 | 20 | 18 | | | 38 |
| 4:30 | 3 | 5 | | | 8 | 16:30 | 26 | 24 | | | 50 |
| 4:45 | 7 | 8 | | | 15 | 16:45 | 32 | 14 | | | 46 |
| 5:00 | 5 | 7 | | | 12 | 17:00 | 17 | 11 | | | 28 |
| 5:15 | 6 | 4 | | | 10 | 17:15 | 17 | 11 | | | 28 |
| 5:30 | 13 | 10 | | | 23 | 17:30 | 7 | 11 | | | 18 |
| 5:45 | 13 | 14 | | | 27 | 17:45 | 10 | 13 | | | 23 |
| 6:00 | 25 | 15 | | | 40 | 18:00 | 12 | 10 | | | 22 |
| 6:15 | 22 | 10 | | | 32 | 18:15 | 11 | 8 | | | 19 |
| 6:30 | 28 | 16 | | | 44 | 18:30 | 8 | 15 | | | 23 |
| 6:45 | 18 | 24 | | | 42 | 18:45 | 7 | 7 | | | 14 |
| 7:00 | 30 | 14 | | | 44 | 19:00 | 7 | 8 | | | 15 |
| 7:15 | 17 | 8 | | | 25 | 19:15 | 4 | 6 | | | 10 |
| 7:30 | 17 | 12 | | | 29 | 19:30 | 3 | 7 | | | 10 |
| 7:45 | 22 | 11 | | | 33 | 19:45 | 1 | 2 | | | 3 |
| 8:00 | 17 | 12 | | | 29 | 20:00 | 3 | 2 | | | 5 |
| 8:15 | 12 | 9 | | | 21 | 20:15 | 6 | 5 | | | 11 |
| 8:30 | 9 | 11 | | | 20 | 20:30 | 3 | 11 | | | 14 |
| 8:45 | 19 | 19 | | | 38 | 20:45 | 2 | 0 | | | 2 |
| 9:00 | 17 | 19 | | | 36 | 21:00 | 3 | 2 | | | 5 |
| 9:15 | 18 | 4 | | | 22 | 21:15 | 4 | 8 | | | 12 |
| 9:30 | 11 | 12 | | | 23 | 21:30 | 4 | 3 | | | 7 |
| 9:45 | 14 | 7 | | | 21 | 21:45 | 2 | 0 | | | 2 |
| 10:00 | 20 | 8 | | | 28 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 18 | 11 | | | 29 | 22:15 | 1 | 1 | | | 2 |
| 10:30 | 16 | 16 | | | 32 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 10 | 13 | | | 23 | 22:45 | 5 | 3 | | | 8 |
| 11:00 | 20 | 11 | | | 31 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 28 | 22 | | | 50 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 26 | 19 | | | 45 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 20 | 15 | | | 35 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 532 | 394 | 0 | 0 | 926 | TOTALS | 576 | 528 | 0 | 0 | 1104 |
| SPLIT % | 57% | 43% | 0% | 0% | 46% | SPLIT % | 52% | 48% | 0% | 0% | 54% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 3 | | | 7 |
| 01:00 | 02:00 | 1 | 6 | | | 7 |
| 02:00 | 03:00 | 4 | 5 | | | 9 |
| 03:00 | 04:00 | 12 | 9 | | | 21 |
| 04:00 | 05:00 | 20 | 18 | | | 38 |
| 05:00 | 06:00 | 37 | 35 | | | 72 |
| 06:00 | 07:00 | 93 | 65 | | | 158 |
| 07:00 | 08:00 | 86 | 45 | | | 131 |
| 08:00 | 09:00 | 57 | 51 | | | 108 |
| 09:00 | 10:00 | 60 | 42 | | | 102 |
| 10:00 | 11:00 | 64 | 48 | | | 112 |
| 11:00 | 12:00 | 94 | 67 | | | 161 |
| 12:00 | 13:00 | 73 | 81 | | | 154 |
| 13:00 | 14:00 | 82 | 76 | | | 158 |
| 14:00 | 15:00 | 94 | 74 | | | 168 |
| 15:00 | 16:00 | 79 | 74 | | | 153 |
| 16:00 | 17:00 | 108 | 76 | | | 184 |
| 17:00 | 18:00 | 51 | 46 | | | 97 |
| 18:00 | 19:00 | 38 | 40 | | | 78 |
| 19:00 | 20:00 | 15 | 23 | | | 38 |
| 20:00 | 21:00 | 14 | 18 | | | 32 |
| 21:00 | 22:00 | 13 | 13 | | | 26 |
| 22:00 | 23:00 | 9 | 5 | | | 14 |
| 23:00 | 00:00 | 0 | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 532 | 394 | | | 926 |
| Peak Hour | 6:15 | 11:00 | | | 6:15 |
| Peak Volume | 98 | 67 | | | 162 |
| Peak Hour Factor | 0.817 | 0.761 | | | 0.920 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 576 | 528 | | | 1104 |
| Peak Hour | 16:00 | 13:15 | | | 13:15 |
| Peak Volume | 108 | 85 | | | 185 |
| Peak Hour Factor | 0.844 | 0.733 | | | 0.826 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 143 | 96 | | | 239 |
| Peak Hour | 7:00 | 8:00 | | | 7:00 |
| Peak Volume | 86 | 51 | | | 131 |
| Peak Hour Factor | 0.717 | 0.671 | | | 0.744 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 159 | 122 | | | 281 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 108 | 76 | | | 184 |
| Peak Hour Factor | 0.844 | 0.792 | | | 0.920 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Friday **City:** Manassas
**Date:** 3/15/2024 **Project #:** VA24_260055_007

### HOURLY BREAKDOWN — NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 9 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 4 | 2 | 1 | 1 | 0 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 2 | 4 | 10 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:00 | 0 | 0 | 0 | 1 | 3 | 24 | 29 | 13 | 4 | 2 | 0 | 0 | 0 | 76 |
| 7:00 | 0 | 0 | 0 | 5 | 9 | 19 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 61 |
| 8:00 | 0 | 0 | 0 | 3 | 5 | 20 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 46 |
| 9:00 | 0 | 1 | 2 | 2 | 6 | 18 | 15 | 3 | 3 | 1 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 0 | 0 | 0 | 17 | 17 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 59 |
| 11:00 | 0 | 0 | 2 | 5 | 14 | 36 | 22 | 6 | 3 | 0 | 0 | 0 | 0 | 88 |
| 12:00 | 0 | 0 | 1 | 3 | 14 | 14 | 20 | 8 | 4 | 1 | 0 | 0 | 0 | 65 |
| 13:00 | 1 | 0 | 0 | 1 | 11 | 28 | 18 | 9 | 1 | 2 | 0 | 0 | 0 | 71 |
| 14:00 | 0 | 0 | 1 | 1 | 3 | 18 | 15 | 4 | 2 | 0 | 1 | 0 | 0 | 45 |
| 15:00 | 0 | 2 | 1 | 3 | 8 | 15 | 19 | 8 | 2 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 1 | 0 | 0 | 1 | 16 | 16 | 23 | 6 | 5 | 0 | 0 | 0 | 0 | 68 |
| 17:00 | 0 | 0 | 0 | 1 | 4 | 21 | 13 | 6 | 0 | 0 | 1 | 0 | 0 | 46 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 7 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:00 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 2 | 3 | 7 | 33 | 130 | 283 | 269 | 108 | 36 | 9 | 4 | 0 | 0 | 884 |
| % of Totals | 0% | 0% | 1% | 4% | 15% | 32% | 30% | 12% | 4% | 1% | 0% | | | 100% |

### HOURLY BREAKDOWN — SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 1 | 1 | 0 | 3 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 17 |
| 5:00 | 0 | 0 | 0 | 1 | 4 | 9 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 37 |
| 6:00 | 0 | 0 | 0 | 1 | 3 | 16 | 13 | 5 | 3 | 0 | 1 | 0 | 0 | 42 |
| 7:00 | 0 | 1 | 2 | 1 | 4 | 15 | 16 | 7 | 3 | 1 | 0 | 0 | 0 | 50 |
| 8:00 | 1 | 0 | 1 | 2 | 4 | 14 | 8 | 3 | 2 | 1 | 2 | 0 | 0 | 38 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 10 | 14 | 1 | 1 | 4 | 0 | 0 | 0 | 34 |
| 10:00 | 0 | 0 | 2 | 0 | 7 | 10 | 14 | 13 | 4 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 0 | 0 | 2 | 1 | 5 | 25 | 20 | 7 | 2 | 1 | 1 | 0 | 0 | 64 |
| 12:00 | 0 | 2 | 0 | 1 | 4 | 21 | 23 | 4 | 0 | 3 | 0 | 0 | 0 | 58 |
| 13:00 | 0 | 0 | 1 | 2 | 11 | 21 | 21 | 9 | 2 | 2 | 0 | 0 | 0 | 69 |
| 14:00 | 0 | 1 | 5 | 1 | 9 | 19 | 25 | 11 | 3 | 0 | 0 | 0 | 0 | 74 |
| 15:00 | 1 | 1 | 2 | 2 | 4 | 22 | 18 | 5 | 2 | 1 | 0 | 0 | 0 | 58 |
| 16:00 | 0 | 3 | 1 | 3 | 7 | 20 | 13 | 5 | 5 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 0 | 0 | 1 | 0 | 3 | 9 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 0 | 0 | 3 | 8 | 5 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 30 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| Totals | 2 | 10 | 18 | 22 | 89 | 242 | 233 | 100 | 37 | 14 | 6 | 0 | 0 | 773 |
| % of Totals | 0% | 1% | 2% | 3% | 12% | 31% | 30% | 13% | 5% | 2% | 1% | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 3 | 2 | 2 | 1 | 0 | 0 | 18 |
| 4:00 | 0 | 1 | 1 | 0 | 5 | 8 | 6 | 7 | 3 | 2 | 1 | 0 | 0 | 34 |
| 5:00 | 0 | 0 | 0 | 3 | 8 | 19 | 29 | 14 | 1 | 0 | 0 | 0 | 0 | 74 |
| 6:00 | 0 | 0 | 0 | 2 | 6 | 40 | 42 | 18 | 7 | 2 | 1 | 0 | 0 | 118 |
| 7:00 | 0 | 1 | 2 | 6 | 13 | 34 | 32 | 17 | 5 | 1 | 0 | 0 | 0 | 111 |
| 8:00 | 1 | 0 | 1 | 5 | 9 | 34 | 21 | 7 | 3 | 1 | 2 | 0 | 0 | 84 |
| 9:00 | 0 | 1 | 2 | 2 | 10 | 28 | 29 | 4 | 4 | 5 | 0 | 0 | 0 | 85 |
| 10:00 | 0 | 0 | 2 | 0 | 24 | 27 | 30 | 20 | 6 | 0 | 0 | 0 | 0 | 109 |
| 11:00 | 0 | 0 | 4 | 6 | 19 | 61 | 42 | 13 | 5 | 1 | 1 | 0 | 0 | 152 |
| 12:00 | 0 | 2 | 1 | 4 | 18 | 35 | 43 | 12 | 4 | 4 | 0 | 0 | 0 | 123 |
| 13:00 | 1 | 0 | 1 | 3 | 22 | 49 | 39 | 18 | 3 | 4 | 0 | 0 | 0 | 140 |
| 14:00 | 0 | 1 | 6 | 2 | 12 | 37 | 40 | 15 | 5 | 0 | 1 | 0 | 0 | 119 |
| 15:00 | 1 | 3 | 3 | 5 | 12 | 37 | 37 | 13 | 4 | 1 | 0 | 0 | 0 | 116 |
| 16:00 | 1 | 3 | 1 | 4 | 23 | 36 | 36 | 11 | 10 | 0 | 0 | 0 | 0 | 125 |
| 17:00 | 0 | 0 | 1 | 1 | 7 | 30 | 20 | 12 | 2 | 0 | 1 | 0 | 0 | 74 |
| 18:00 | 0 | 0 | 0 | 3 | 11 | 12 | 15 | 11 | 4 | 0 | 0 | 0 | 0 | 56 |
| 19:00 | 0 | 0 | 0 | 0 | 6 | 12 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 1 | 0 | 1 | 6 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 0 | 0 | 3 | 3 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 14 |
| Totals | 4 | 13 | 25 | 55 | 219 | 525 | 502 | 208 | 73 | 23 | 10 | 0 | 0 | 1,657 |
| % of Totals | 0% | 1% | 2% | 3% | 13% | 32% | 30% | 13% | 4% | 1% | 1% | | | 100% |

### STATISTICS — NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 4 | 19 | 61 | 152 | 138 | 55 | 19 | 6 | 2 | 0 | 0 | 457 |
| % | 0% | 0% | 0% | 2% | 7% | 17% | 16% | 6% | 2% | 1% | 0% | 0% | 0% | 52% |
| Peak Hour | 0:00 | 8:45 | 11:45 | 6:15 | 10:30 | 11:15 | 6:00 | 6:30 | 11:45 | 2:45 | 2:15 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 0 | 1 | 3 | 5 | 21 | 38 | 29 | 16 | 5 | 2 | 1 | 0 | 0 | 91 |
| 12:00 - 24:00 | 2 | 2 | 3 | 14 | 69 | 131 | 131 | 53 | 17 | 3 | 2 | 0 | 0 | 427 |
| % | 0% | 0% | 0% | 2% | 8% | 15% | 15% | 6% | 2% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 12:30 | 15:00 | 14:45 | 12:15 | 16:00 | 13:00 | 14:45 | 15:15 | 15:15 | 12:15 | 13:30 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 1 | 2 | 2 | 4 | 16 | 28 | 25 | 10 | 5 | 2 | 1 | 0 | 0 | 71 |
| 07:00 - 09:00 | 0 | 0 | 0 | 8 | 14 | 39 | 29 | 14 | 3 | 0 | 0 | 0 | 0 | 107 |
| % | 0% | 0% | 0% | 1% | 2% | 4% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 5 | 9 | 23 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 61 |
| 16:00 - 18:00 | 1 | 0 | 0 | 2 | 20 | 37 | 36 | 12 | 5 | 0 | 1 | 0 | 0 | 114 |
| % | 0% | 0% | 0% | 0% | 2% | 4% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 0 | 2 | 16 | 21 | 23 | 6 | 5 | 0 | 1 | 0 | 0 | 68 |

### STATISTICS — SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 2 | 8 | 6 | 36 | 112 | 109 | 51 | 18 | 8 | 5 | 0 | 0 | 356 |
| % | 0% | 0% | 1% | 1% | 4% | 13% | 12% | 6% | 2% | 1% | 1% | 0% | 0% | 40% |
| Peak Hour | 8:00 | 4:00 | 6:15 | 6:30 | 10:15 | 11:30 | 11:30 | 10:00 | 10:15 | 9:00 | 7:45 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 1 | 1 | 2 | 2 | 8 | 26 | 26 | 13 | 5 | 4 | 2 | 0 | 0 | 73 |
| 12:00 - 24:00 | 1 | 8 | 10 | 16 | 53 | 130 | 124 | 49 | 19 | 6 | 1 | 0 | 0 | 417 |
| % | 0% | 1% | 1% | 2% | 6% | 15% | 14% | 6% | 2% | 1% | 0% | 0% | 0% | 47% |
| Peak Hour | 14:15 | 15:30 | 14:00 | 15:30 | 13:15 | 12:15 | 14:00 | 13:45 | 16:00 | 12:00 | 23:00 | 12:00 | 12:00 | 14:00 |
| Peak Volume | 1 | 3 | 5 | 4 | 14 | 27 | 25 | 12 | 5 | 3 | 1 | 0 | 0 | 74 |
| 07:00 - 09:00 | 1 | 1 | 3 | 3 | 8 | 29 | 24 | 10 | 5 | 2 | 2 | 0 | 0 | 88 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:15 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 1 | 2 | 2 | 7 | 21 | 16 | 7 | 3 | 1 | 2 | 0 | 0 | 53 |
| 16:00 - 18:00 | 0 | 3 | 2 | 3 | 10 | 29 | 20 | 11 | 7 | 0 | 0 | 0 | 0 | 85 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 3 | 1 | 3 | 7 | 20 | 13 | 7 | 5 | 0 | 0 | 0 | 0 | 57 |

### STATISTICS — TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 3 | 12 | 25 | 97 | 264 | 247 | 106 | 37 | 14 | 7 | 0 | 0 | 813 |
| % | 0% | 0% | 1% | 3% | 11% | 30% | 28% | 12% | 4% | 2% | 1% | 0% | 0% | 92% |
| Peak Hour | 8:00 | 4:00 | 11:00 | 6:15 | 10:30 | 11:00 | 11:30 | 6:45 | 6:00 | 9:00 | 7:45 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 1 | 4 | 6 | 28 | 61 | 48 | 23 | 7 | 5 | 2 | 0 | 0 | 159 |
| 12:00 - 24:00 | 3 | 10 | 13 | 30 | 122 | 261 | 255 | 102 | 36 | 9 | 3 | 0 | 0 | 844 |
| % | 0% | 1% | 1% | 3% | 14% | 30% | 29% | 12% | 4% | 1% | 0% | 0% | 0% | 95% |
| Peak Hour | 12:30 | 15:30 | 14:00 | 14:45 | 13:15 | 13:00 | 12:15 | 13:00 | 16:00 | 12:15 | 13:30 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 1 | 4 | 6 | 6 | 26 | 49 | 45 | 18 | 10 | 5 | 1 | 0 | 0 | 140 |
| 07:00 - 09:00 | 1 | 1 | 3 | 11 | 22 | 68 | 53 | 24 | 8 | 2 | 2 | 0 | 0 | 195 |
| % | 0% | 0% | 0% | 1% | 2% | 8% | 6% | 3% | 1% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 8:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 1 | 2 | 6 | 14 | 44 | 32 | 17 | 5 | 1 | 2 | 0 | 0 | 111 |
| 16:00 - 18:00 | 1 | 3 | 2 | 5 | 30 | 66 | 56 | 23 | 12 | 0 | 1 | 0 | 0 | 199 |
| % | 0% | 0% | 0% | 1% | 3% | 7% | 6% | 3% | 1% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:15 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 3 | 1 | 4 | 23 | 39 | 36 | 12 | 10 | 0 | 1 | 0 | 0 | 125 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 33 | 40 | 40 | 46 | 51 | 884 |
| SOUTHBOUND | 34 | 40 | 40 | 47 | 52 | 773 |
| TOTALS | 33 | 40 | 40 | 47 | 52 | 1657 |

### 15-MINUTE BREAKDOWN — NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 4 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:45 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 22 |
| 6:15 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 18 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 14 |
| 6:45 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 0 | 0 | 4 | 3 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 16 |
| 7:30 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 0 | 0 | 2 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 1 | 1 | 0 | 1 | 6 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 0 | 0 | 0 | 6 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 0 | 0 | 2 | 2 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 0 | 0 | 1 | 8 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 0 | 0 | 0 | 2 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 0 | 2 | 2 | 2 | 14 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 0 | 0 | 0 | 5 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 3 | 7 | 1 | 2 | 1 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 0 | 1 | 1 | 3 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 0 | 0 | 1 | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 0 | 0 | 1 | 0 | 10 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 22 |
| 13:15 | 1 | 0 | 0 | 0 | 3 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 6 | 8 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 2 | 0 | 1 | 0 | 0 | 14 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 0 | 1 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 1 | 0 | 2 | 2 | 4 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 0 | 1 | 1 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 1 | 0 | 0 | 2 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 0 | 6 | 6 | 10 | 3 | 4 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 0 | 0 | 1 | 5 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 1 | 0 | 0 | 0 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:15 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 3 | 7 | 33 | 130 | 283 | 269 | 108 | 36 | 9 | 4 | 0 | 0 | 884 |
| % of Totals | 0% | 0% | 1% | 4% | 15% | 32% | 30% | 12% | 4% | 1% | 0% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 4:45 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:45 | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 11 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 12 |
| 7:15 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 8 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 19 |
| 8:00 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 0 | 0 | 1 | 2 | 6 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 14 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 8:45 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 11 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 1 | 0 | 2 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 0 | 1 | 1 | 2 | 5 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 19 |
| 11:45 | 0 | 0 | 1 | 0 | 1 | 7 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 1 | 0 | 0 | 1 | 10 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 1 | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 10 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 22 |
| 13:15 | 0 | 0 | 1 | 0 | 4 | 2 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 15 |
| 13:30 | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 1 | 1 | 0 | 4 | 3 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 0 | 1 | 0 | 1 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 0 | 1 | 1 | 1 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 0 | 2 | 0 | 3 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 1 | 0 | 0 | 0 | 2 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 1 | 2 | 2 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 1 | 1 | 1 | 1 | 5 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 0 | 1 | 0 | 1 | 3 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 1 | 0 | 1 | 2 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Totals | 2 | 10 | 18 | 22 | 89 | 242 | 233 | 100 | 37 | 14 | 6 | 0 | 0 | 773 |
| % of Totals | 0% | 1% | 2% | 3% | 12% | 31% | 30% | 13% | 5% | 2% | 1% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 5 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 1 | 0 | 0 | 2 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:30 | 0 | 0 | 0 | 1 | 4 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 24 |
| 5:45 | 0 | 0 | 0 | 2 | 3 | 8 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 9 | 15 | 4 | 4 | 0 | 0 | 0 | 0 | 33 |
| 6:15 | 0 | 0 | 0 | 1 | 1 | 11 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 26 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 9 | 8 | 2 | 2 | 1 | 0 | 0 | 0 | 24 |
| 6:45 | 0 | 0 | 0 | 1 | 2 | 11 | 11 | 8 | 1 | 0 | 1 | 0 | 0 | 35 |
| 7:00 | 0 | 0 | 2 | 4 | 3 | 8 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 0 | 0 | 1 | 1 | 6 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 0 | 0 | 0 | 8 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:45 | 0 | 1 | 0 | 1 | 1 | 14 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 0 | 1 | 3 | 3 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:15 | 0 | 0 | 0 | 1 | 2 | 13 | 9 | 3 | 0 | 1 | 1 | 0 | 0 | 30 |
| 8:30 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 13 |
| 8:45 | 1 | 0 | 0 | 0 | 2 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 0 | 1 | 0 | 2 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:15 | 0 | 0 | 0 | 0 | 5 | 10 | 8 | 1 | 2 | 2 | 0 | 0 | 0 | 28 |
| 9:30 | 0 | 1 | 1 | 0 | 1 | 9 | 7 | 1 | 2 | 1 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 0 | 0 | 2 | 2 | 6 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 0 | 1 | 0 | 3 | 5 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:15 | 0 | 0 | 1 | 0 | 5 | 5 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 28 |
| 10:30 | 0 | 0 | 0 | 0 | 8 | 5 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 21 |
| 10:45 | 0 | 0 | 0 | 0 | 8 | 12 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 38 |
| 11:00 | 0 | 0 | 0 | 2 | 3 | 12 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 31 |
| 11:15 | 0 | 0 | 0 | 1 | 9 | 14 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 38 |
| 11:30 | 0 | 0 | 1 | 1 | 4 | 14 | 8 | 6 | 1 | 0 | 1 | 0 | 0 | 36 |
| 11:45 | 0 | 0 | 3 | 2 | 3 | 21 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 47 |
| 12:00 | 0 | 0 | 0 | 0 | 7 | 12 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:15 | 0 | 1 | 0 | 1 | 3 | 13 | 14 | 2 | 2 | 2 | 0 | 0 | 0 | 38 |
| 12:30 | 0 | 0 | 1 | 1 | 4 | 5 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 1 | 0 | 2 | 4 | 5 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 24 |
| 13:00 | 0 | 0 | 0 | 1 | 1 | 20 | 15 | 4 | 2 | 1 | 0 | 0 | 0 | 44 |
| 13:15 | 1 | 0 | 1 | 0 | 7 | 6 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 29 |
| 13:30 | 0 | 0 | 0 | 1 | 7 | 14 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 37 |
| 13:45 | 0 | 0 | 0 | 1 | 7 | 9 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 30 |
| 14:00 | 0 | 1 | 1 | 0 | 5 | 7 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 0 | 1 | 0 | 3 | 9 | 11 | 4 | 2 | 0 | 1 | 0 | 0 | 31 |
| 14:30 | 0 | 0 | 1 | 1 | 1 | 12 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:45 | 0 | 0 | 3 | 1 | 3 | 9 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 1 | 1 | 0 | 2 | 4 | 12 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 37 |
| 15:15 | 0 | 0 | 0 | 0 | 4 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 0 | 1 | 3 | 3 | 2 | 8 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 32 |
| 15:45 | 0 | 1 | 0 | 0 | 2 | 12 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 1 | 1 | 1 | 7 | 11 | 16 | 3 | 6 | 0 | 0 | 0 | 0 | 46 |
| 16:15 | 0 | 1 | 0 | 1 | 5 | 7 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 26 |
| 16:30 | 0 | 1 | 0 | 2 | 7 | 12 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 32 |
| 16:45 | 1 | 0 | 0 | 0 | 4 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 1 | 0 | 2 | 10 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 0 | 0 | 1 | 3 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 14 |
| 18:00 | 0 | 0 | 0 | 1 | 5 | 5 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 23 |
| 18:15 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 17 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:15 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| Totals | 4 | 13 | 25 | 55 | 219 | 525 | 502 | 208 | 73 | 23 | 10 | 0 | 0 | 1,657 |
| % of Totals | 0% | 1% | 2% | 3% | 13% | 32% | 30% | 13% | 4% | 1% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 884 | 773 | 0 | 0 | 1,657 |

DAILY TOTALS

### 15-Minutes Interval

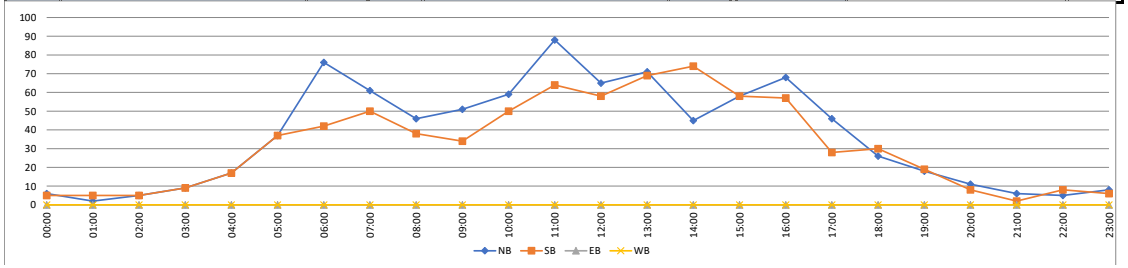
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 22 | 16 | | | 38 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 17 | 21 | | | 38 |
| 0:30 | 3 | 3 | | | 6 | 12:30 | 16 | 7 | | | 23 |
| 0:45 | 0 | 2 | | | 2 | 12:45 | 10 | 14 | | | 24 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 22 | 22 | | | 44 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 14 | 15 | | | 29 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 21 | 16 | | | 37 |
| 1:45 | 1 | 1 | | | 2 | 13:45 | 14 | 16 | | | 30 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 8 | 18 | | | 26 |
| 2:15 | 1 | 2 | | | 3 | 14:15 | 14 | 17 | | | 31 |
| 2:30 | 1 | 1 | | | 2 | 14:30 | 10 | 19 | | | 29 |
| 2:45 | 3 | 1 | | | 4 | 14:45 | 13 | 20 | | | 33 |
| 3:00 | 2 | 4 | | | 6 | 15:00 | 20 | 17 | | | 37 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 12 | 8 | | | 20 |
| 3:30 | 3 | 3 | | | 6 | 15:30 | 14 | 18 | | | 32 |
| 3:45 | 4 | 1 | | | 5 | 15:45 | 12 | 15 | | | 27 |
| 4:00 | 4 | 2 | | | 6 | 16:00 | 29 | 17 | | | 46 |
| 4:15 | 4 | 1 | | | 5 | 16:15 | 11 | 15 | | | 26 |
| 4:30 | 4 | 6 | | | 10 | 16:30 | 16 | 16 | | | 32 |
| 4:45 | 5 | 8 | | | 13 | 16:45 | 12 | 9 | | | 21 |
| 5:00 | 10 | 2 | | | 12 | 17:00 | 16 | 6 | | | 22 |
| 5:15 | 2 | 9 | | | 11 | 17:15 | 14 | 11 | | | 25 |
| 5:30 | 15 | 9 | | | 24 | 17:30 | 8 | 5 | | | 13 |
| 5:45 | 10 | 17 | | | 27 | 17:45 | 8 | 6 | | | 14 |
| 6:00 | 22 | 11 | | | 33 | 18:00 | 12 | 11 | | | 23 |
| 6:15 | 18 | 8 | | | 26 | 18:15 | 4 | 7 | | | 11 |
| 6:30 | 14 | 10 | | | 24 | 18:30 | 7 | 10 | | | 17 |
| 6:45 | 22 | 13 | | | 35 | 18:45 | 3 | 2 | | | 5 |
| 7:00 | 19 | 12 | | | 31 | 19:00 | 10 | 3 | | | 13 |
| 7:15 | 16 | 10 | | | 26 | 19:15 | 6 | 5 | | | 11 |
| 7:30 | 12 | 9 | | | 21 | 19:30 | 1 | 4 | | | 5 |
| 7:45 | 14 | 19 | | | 33 | 19:45 | 1 | 7 | | | 8 |
| 8:00 | 14 | 11 | | | 25 | 20:00 | 0 | 2 | | | 2 |
| 8:15 | 16 | 14 | | | 30 | 20:15 | 2 | 3 | | | 5 |
| 8:30 | 7 | 6 | | | 13 | 20:30 | 7 | 1 | | | 8 |
| 8:45 | 9 | 7 | | | 16 | 20:45 | 2 | 2 | | | 4 |
| 9:00 | 7 | 6 | | | 13 | 21:00 | 3 | 0 | | | 3 |
| 9:15 | 17 | 11 | | | 28 | 21:15 | 1 | 0 | | | 1 |
| 9:30 | 16 | 7 | | | 23 | 21:30 | 0 | 1 | | | 1 |
| 9:45 | 11 | 10 | | | 21 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 11 | 11 | | | 22 | 22:00 | 3 | 3 | | | 6 |
| 10:15 | 15 | 13 | | | 28 | 22:15 | 2 | 2 | | | 4 |
| 10:30 | 13 | 8 | | | 21 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 20 | 18 | | | 38 | 22:45 | 0 | 3 | | | 3 |
| 11:00 | 19 | 12 | | | 31 | 23:00 | 1 | 3 | | | 4 |
| 11:15 | 22 | 16 | | | 38 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 17 | 19 | | | 36 | 23:30 | 2 | 2 | | | 4 |
| 11:45 | 30 | 17 | | | 47 | 23:45 | 3 | 1 | | | 4 |
| TOTALS | 457 | 356 | 0 | 0 | 813 | TOTALS | 427 | 417 | 0 | 0 | 844 |
| SPLIT % | 56% | 44% | 0% | 0% | 49% | SPLIT % | 51% | 49% | 0% | 0% | 51% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 5 | | | 11 |
| 01:00 | 02:00 | 2 | 5 | | | 7 |
| 02:00 | 03:00 | 5 | 5 | | | 10 |
| 03:00 | 04:00 | 9 | 9 | | | 18 |
| 04:00 | 05:00 | 17 | 17 | | | 34 |
| 05:00 | 06:00 | 37 | 37 | | | 74 |
| 06:00 | 07:00 | 76 | 42 | | | 118 |
| 07:00 | 08:00 | 61 | 50 | | | 111 |
| 08:00 | 09:00 | 46 | 38 | | | 84 |
| 09:00 | 10:00 | 51 | 34 | | | 85 |
| 10:00 | 11:00 | 59 | 50 | | | 109 |
| 11:00 | 12:00 | 88 | 64 | | | 152 |
| 12:00 | 13:00 | 65 | 58 | | | 123 |
| 13:00 | 14:00 | 71 | 69 | | | 140 |
| 14:00 | 15:00 | 45 | 74 | | | 119 |
| 15:00 | 16:00 | 58 | 58 | | | 116 |
| 16:00 | 17:00 | 68 | 57 | | | 125 |
| 17:00 | 18:00 | 46 | 28 | | | 74 |
| 18:00 | 19:00 | 26 | 30 | | | 56 |
| 19:00 | 20:00 | 18 | 19 | | | 37 |
| 20:00 | 21:00 | 11 | 8 | | | 19 |
| 21:00 | 22:00 | 6 | 2 | | | 8 |
| 22:00 | 23:00 | 5 | 8 | | | 13 |
| 23:00 | 00:00 | 8 | 6 | | | 14 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 457 | 356 | | | 813 |
| Peak Hour | 11:00 | 10:45 | | | 11:00 |
| Peak Volume | 88 | 65 | | | 152 |
| Peak Hour Factor | 0.733 | 0.855 | | | 0.809 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 427 | 417 | | | 844 |
| Peak Hour | 13:00 | 14:00 | | | 13:00 |
| Peak Volume | 71 | 74 | | | 140 |
| Peak Hour Factor | 0.807 | 0.925 | | | 0.795 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 107 | 88 | | | 195 |
| Peak Hour | 7:00 | 7:30 | | | 7:00 |
| Peak Volume | 61 | 53 | | | 111 |
| Peak Hour Factor | 0.803 | 0.697 | | | 0.841 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 114 | 85 | | | 199 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 68 | 57 | | | 125 |
| Peak Hour Factor | 0.586 | 0.838 | | | 0.679 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_007

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 3 | 6 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 20 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 4 | 5 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 8 | 14 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 44 |
| 7:00 | 0 | 0 | 0 | 1 | 4 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 2 | 1 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 6 | 12 | 15 | 7 | 1 | 2 | 0 | 0 | 0 | 44 |
| 8:00 | 0 | 0 | 1 | 1 | 1 | 5 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 8 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 2 | 1 | 13 | 9 | 13 | 5 | 0 | 0 | 0 | 0 | 44 |
| 9:00 | 1 | 0 | 0 | 2 | 8 | 15 | 11 | 0 | 0 | 1 | 1 | 0 | 0 | 39 | 0 | 0 | 0 | 1 | 5 | 8 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 0 | 3 | 13 | 23 | 26 | 3 | 0 | 1 | 1 | 0 | 0 | 71 |
| 10:00 | 0 | 0 | 1 | 0 | 6 | 10 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 39 | 0 | 1 | 1 | 0 | 3 | 6 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 25 | 0 | 1 | 2 | 0 | 9 | 16 | 19 | 14 | 1 | 2 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 2 | 1 | 2 | 8 | 8 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 40 | 0 | 1 | 2 | 1 | 4 | 10 | 10 | 8 | 4 | 1 | 0 | 0 | 0 | 41 | 0 | 3 | 3 | 3 | 12 | 18 | 20 | 16 | 5 | 1 | 0 | 0 | 0 | 81 |
| 12:00 | 3 | 1 | 1 | 0 | 3 | 9 | 16 | 4 | 1 | 0 | 1 | 0 | 0 | 39 | 0 | 3 | 1 | 1 | 5 | 13 | 7 | 3 | 2 | 2 | 0 | 0 | 0 | 37 | 3 | 4 | 2 | 1 | 8 | 22 | 23 | 7 | 3 | 2 | 1 | 0 | 0 | 76 |
| 13:00 | 1 | 1 | 0 | 4 | 8 | 9 | 9 | 5 | 3 | 1 | 1 | 0 | 0 | 42 | 0 | 1 | 1 | 7 | 8 | 9 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 2 | 1 | 11 | 16 | 18 | 20 | 11 | 3 | 1 | 1 | 0 | 0 | 85 |
| 14:00 | 0 | 1 | 0 | 3 | 8 | 6 | 9 | 6 | 1 | 0 | 1 | 0 | 0 | 35 | 0 | 1 | 0 | 3 | 5 | 6 | 11 | 8 | 4 | 0 | 0 | 0 | 0 | 38 | 0 | 2 | 0 | 6 | 13 | 12 | 20 | 14 | 5 | 0 | 1 | 0 | 0 | 73 |
| 15:00 | 1 | 1 | 0 | 0 | 2 | 11 | 13 | 5 | 3 | 0 | 0 | 0 | 0 | 36 | 1 | 1 | 0 | 0 | 5 | 13 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 33 | 2 | 2 | 0 | 0 | 7 | 24 | 22 | 7 | 5 | 0 | 0 | 0 | 0 | 69 |
| 16:00 | 1 | 0 | 0 | 2 | 3 | 17 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 8 | 12 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 2 | 11 | 29 | 14 | 11 | 3 | 2 | 0 | 0 | 0 | 73 |
| 17:00 | 0 | 0 | 1 | 3 | 1 | 6 | 14 | 4 | 1 | 2 | 0 | 0 | 0 | 32 | 0 | 3 | 0 | 0 | 4 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 3 | 1 | 3 | 5 | 7 | 19 | 6 | 2 | 2 | 0 | 0 | 0 | 48 |
| 18:00 | 0 | 0 | 1 | 3 | 4 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 1 | 6 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 2 | 4 | 10 | 13 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 3 | 12 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 28 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 5 | 10 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 27 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 4 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 6 | 4 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 7 | 6 | 6 | 22 | 74 | 142 | 149 | 68 | 17 | 7 | 5 | 0 | 0 | 503 | 1 | 12 | 11 | 19 | 71 | 119 | 118 | 68 | 24 | 10 | 0 | 0 | 0 | 453 | 8 | 18 | 17 | 41 | 145 | 261 | 267 | 136 | 41 | 17 | 5 | 0 | 0 | 956 |
| % of Totals | 1% | 1% | 1% | 4% | 15% | 28% | 30% | 14% | 3% | 1% | 1% | | | 100% | 0% | 3% | 2% | 4% | 16% | 26% | 26% | 15% | 5% | 2% | | | | 100% | 1% | 2% | 2% | 4% | 15% | 27% | 28% | 14% | 4% | 2% | 1% | | | 100% |

### STATISTICS

| | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 2 | 3 | 6 | 35 | 61 | 62 | 33 | 4 | 3 | 2 | 0 | 0 | 212 | 0 | 3 | 7 | 5 | 22 | 45 | 58 | 35 | 10 | 4 | 0 | 0 | 0 | 189 | 1 | 5 | 10 | 11 | 57 | 106 | 120 | 68 | 14 | 7 | 2 | 0 | 0 | 401 |
| % | 0% | 0% | 1% | 1% | 7% | 12% | 12% | 7% | 1% | 1% | 0% | 0% | 0% | 42% | 0% | 1% | 1% | 1% | 4% | 9% | 12% | 7% | 2% | 1% | 0% | 0% | 0% | 38% | 0% | 1% | 2% | 2% | 11% | 21% | 24% | 14% | 3% | 1% | 0% | 0% | 0% | 80% |
| Peak Hour | 8:15 | 10:30 | 11:30 | 8:45 | 10:45 | 6:30 | 9:45 | 10:45 | 8:00 | 6:00 | 5:00 | 0:00 | 0:00 | 10:45 | 0:00 | 11:45 | 3:45 | 0:00 | 9:00 | 11:45 | 9:00 | 10:45 | 11:00 | 6:30 | 0:00 | 0:00 | 0:00 | 11:00 | 8:15 | 11:15 | 3:45 | 8:45 | 10:45 | 9:00 | 9:00 | 10:45 | 8:00 | 6:30 | 5:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 1 | 2 | 2 | 2 | 11 | 16 | 16 | 9 | 2 | 1 | 1 | 0 | 0 | 50 | 0 | 3 | 3 | 1 | 5 | 13 | 15 | 11 | 4 | 2 | 0 | 0 | 0 | 41 | 1 | 4 | 3 | 3 | 15 | 23 | 26 | 20 | 5 | 3 | 1 | 0 | 0 | 89 |
| 12:00 - 24:00 | 6 | 4 | 3 | 16 | 39 | 81 | 87 | 35 | 13 | 4 | 3 | 0 | 0 | 291 | 1 | 9 | 4 | 14 | 49 | 74 | 60 | 33 | 14 | 6 | 0 | 0 | 0 | 264 | 7 | 13 | 7 | 30 | 88 | 155 | 147 | 68 | 27 | 10 | 3 | 0 | 0 | 555 |
| % | 1% | 1% | 1% | 3% | 8% | 16% | 17% | 7% | 3% | 1% | 1% | 0% | 0% | 58% | 0% | 2% | 1% | 3% | 10% | 15% | 12% | 7% | 3% | 1% | 0% | 0% | 0% | 52% | 1% | 3% | 1% | 6% | 17% | 31% | 29% | 14% | 5% | 2% | 1% | 0% | 0% | 110% |
| Peak Hour | 12:00 | 14:30 | 12:00 | 13:15 | 12:30 | 15:45 | 12:00 | 15:15 | 12:45 | 16:15 | 13:30 | 12:00 | 12:00 | 12:30 | 15:00 | 12:00 | 12:15 | 13:00 | 13:00 | 12:15 | 13:30 | 14:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 12:00 | 12:00 | 12:15 | 13:15 | 12:45 | 15:30 | 12:30 | 14:00 | 13:30 | 16:15 | 13:30 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 3 | 2 | 1 | 6 | 9 | 17 | 16 | 8 | 3 | 2 | 2 | 0 | 0 | 52 | 1 | 3 | 2 | 7 | 8 | 14 | 14 | 8 | 4 | 2 | 0 | 0 | 0 | 45 | 3 | 4 | 3 | 12 | 16 | 30 | 25 | 14 | 7 | 3 | 2 | 0 | 0 | 89 |
| 07:00 - 09:00 | 0 | 0 | 1 | 2 | 5 | 16 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 1 | 2 | 9 | 11 | 11 | 4 | 2 | 0 | 0 | 0 | 40 | 0 | 0 | 1 | 3 | 7 | 25 | 24 | 20 | 6 | 2 | 0 | 0 | 0 | 88 |
| % | 0% | 0% | 0% | 0% | 1% | 3% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 8% | 0% | 0% | 0% | 1% | 1% | 5% | 5% | 4% | 1% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 8:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 | 8:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 1 | 4 | 11 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 1 | 2 | 8 | 8 | 7 | 3 | 2 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 2 | 6 | 13 | 15 | 13 | 5 | 2 | 0 | 0 | 0 | 44 |
| 16:00 - 18:00 | 1 | 0 | 1 | 5 | 4 | 23 | 22 | 9 | 3 | 3 | 0 | 0 | 0 | 71 | 0 | 3 | 0 | 0 | 12 | 13 | 11 | 8 | 2 | 1 | 0 | 0 | 0 | 50 | 1 | 3 | 1 | 5 | 16 | 36 | 33 | 17 | 5 | 4 | 0 | 0 | 0 | 121 |
| % | 0% | 0% | 0% | 1% | 1% | 5% | 4% | 2% | 1% | 1% | 0% | 0% | 0% | 14% | 0% | 1% | 0% | 0% | 2% | 3% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 1% | 0% | 1% | 3% | 7% | 7% | 3% | 1% | 1% | 0% | 0% | 0% | 24% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:15 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:15 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 1 | 3 | 4 | 17 | 15 | 5 | 2 | 2 | 0 | 0 | 0 | 43 | 0 | 3 | 0 | 0 | 8 | 12 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 34 | 1 | 3 | 1 | 3 | 12 | 29 | 21 | 11 | 3 | 3 | 0 | 0 | 0 | 73 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 32 | 40 | 39 | 47 | 51 | 503 |
| SOUTHBOUND | 32 | 40 | 39 | 48 | 52 | 453 |
| TOTALS | 32 | 40 | 39 | 47 | 52 | 956 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 7 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 16 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 1 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 5 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 5 | 5 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 18 |
| 9:30 | 0 | 0 | 0 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 1 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 1 | 2 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 3 | 5 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 14 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 0 | 0 | 5 | 3 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 5 | 7 | 7 | 0 | 1 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 1 | 3 | 4 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 2 | 3 | 9 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 31 |
| 11:15 | 0 | 2 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 1 | 0 | 4 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 1 | 1 | 2 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 1 | 1 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 1 | 1 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 7 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 21 |
| 12:45 | 2 | 0 | 0 | 0 | 3 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 10 | 2 | 1 | 0 | 0 | 5 | 4 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 2 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 2 | 5 | 7 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 23 |
| 13:15 | 1 | 0 | 0 | 3 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 4 | 4 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 20 |
| 13:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 4 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 2 | 0 | 4 | 2 | 4 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 5 | 3 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 21 |
| 14:00 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 3 | 2 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 5 | 3 | 0 | 1 | 0 | 0 | 18 |
| 14:30 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 7 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:45 | 0 | 1 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 1 | 3 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 4 | 10 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 1 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 18 |
| 16:30 | 1 | 0 | 0 | 2 | 2 | 4 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 2 | 7 | 7 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 1 | 1 | 1 | 2 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 2 | 3 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 2 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 7 | 6 | 6 | 22 | 74 | 142 | 149 | 68 | 17 | 7 | 5 | 0 | 0 | 503 | 1 | 12 | 11 | 19 | 71 | 119 | 118 | 68 | 24 | 10 | 0 | 0 | 0 | 453 | 8 | 18 | 17 | 41 | 145 | 261 | 267 | 136 | 41 | 17 | 5 | 0 | 0 | 956 |
| % of Totals | 1% | 1% | 1% | 4% | 15% | 28% | 30% | 14% | 3% | 1% | 1% | 0% | 0% | 100% | 0% | 3% | 2% | 4% | 16% | 26% | 26% | 15% | 5% | 2% | 0% | 0% | 0% | 100% | 1% | 2% | 2% | 4% | 15% | 27% | 28% | 14% | 4% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 503 | 453 | 0 | 0 | 956 |

DAILY TOTALS

### 15-Minutes Interval

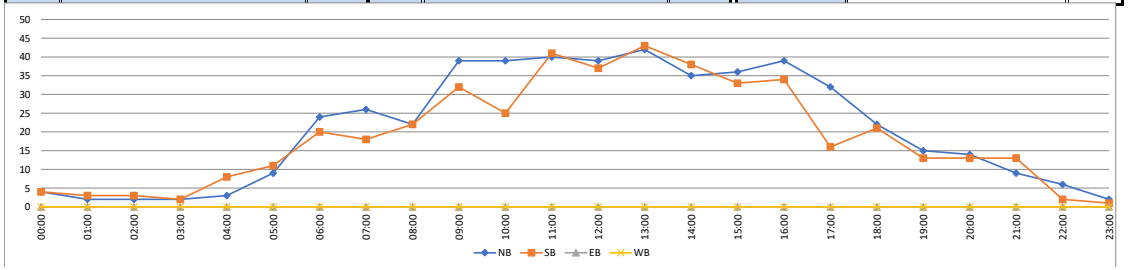
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 3 | | | 5 | 12:00 | 10 | 9 | | | 19 |
| 0:15 | 2 | 1 | | | 3 | 12:15 | 3 | 8 | | | 11 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 11 | 10 | | | 21 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 15 | 10 | | | 25 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 11 | 12 | | | 23 |
| 1:15 | 0 | 2 | | | 2 | 13:15 | 15 | 5 | | | 20 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 6 | 15 | | | 21 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 10 | 11 | | | 21 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 6 | 10 | | | 16 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 9 | 9 | | | 18 |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 11 | 12 | | | 23 |
| 2:45 | 0 | 1 | | | 1 | 14:45 | 9 | 7 | | | 16 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 6 | 6 | | | 12 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 8 | 4 | | | 12 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 12 | 17 | | | 29 |
| 3:45 | 2 | 1 | | | 3 | 15:45 | 10 | 6 | | | 16 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 12 | 6 | | | 18 |
| 4:15 | 0 | 2 | | | 2 | 16:15 | 9 | 9 | | | 18 |
| 4:30 | 2 | 1 | | | 3 | 16:30 | 14 | 11 | | | 25 |
| 4:45 | 1 | 5 | | | 6 | 16:45 | 4 | 8 | | | 12 |
| 5:00 | 0 | 2 | | | 2 | 17:00 | 16 | 1 | | | 17 |
| 5:15 | 1 | 0 | | | 1 | 17:15 | 5 | 2 | | | 7 |
| 5:30 | 3 | 3 | | | 6 | 17:30 | 3 | 6 | | | 9 |
| 5:45 | 5 | 6 | | | 11 | 17:45 | 8 | 7 | | | 15 |
| 6:00 | 5 | 4 | | | 9 | 18:00 | 7 | 6 | | | 13 |
| 6:15 | 6 | 6 | | | 12 | 18:15 | 6 | 5 | | | 11 |
| 6:30 | 7 | 4 | | | 11 | 18:30 | 7 | 7 | | | 14 |
| 6:45 | 6 | 6 | | | 12 | 18:45 | 2 | 3 | | | 5 |
| 7:00 | 11 | 5 | | | 16 | 19:00 | 5 | 5 | | | 10 |
| 7:15 | 7 | 5 | | | 12 | 19:15 | 2 | 4 | | | 6 |
| 7:30 | 3 | 5 | | | 8 | 19:30 | 6 | 3 | | | 9 |
| 7:45 | 5 | 3 | | | 8 | 19:45 | 2 | 1 | | | 3 |
| 8:00 | 2 | 2 | | | 4 | 20:00 | 1 | 3 | | | 4 |
| 8:15 | 4 | 4 | | | 8 | 20:15 | 7 | 4 | | | 11 |
| 8:30 | 7 | 6 | | | 13 | 20:30 | 3 | 1 | | | 4 |
| 8:45 | 9 | 10 | | | 19 | 20:45 | 3 | 5 | | | 8 |
| 9:00 | 7 | 10 | | | 17 | 21:00 | 8 | 3 | | | 11 |
| 9:15 | 11 | 7 | | | 18 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 9 | 7 | | | 16 | 21:30 | 0 | 3 | | | 3 |
| 9:45 | 12 | 8 | | | 20 | 21:45 | 1 | 5 | | | 6 |
| 10:00 | 8 | 8 | | | 16 | 22:00 | 1 | 1 | | | 2 |
| 10:15 | 5 | 9 | | | 14 | 22:15 | 4 | 0 | | | 4 |
| 10:30 | 9 | 0 | | | 9 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 17 | 8 | | | 25 | 22:45 | 1 | 1 | | | 2 |
| 11:00 | 14 | 17 | | | 31 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 9 | 8 | | | 17 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 10 | 6 | | | 16 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 7 | 10 | | | 17 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 212 | 189 | 0 | 0 | 401 | TOTALS | 291 | 264 | 0 | 0 | 555 |
| SPLIT % | 53% | 47% | 0% | 0% | 42% | SPLIT % | 52% | 48% | 0% | 0% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 4 | | | 8 |
| 01:00 | 02:00 | 2 | 3 | | | 5 |
| 02:00 | 03:00 | 2 | 3 | | | 5 |
| 03:00 | 04:00 | 2 | 2 | | | 4 |
| 04:00 | 05:00 | 3 | 8 | | | 11 |
| 05:00 | 06:00 | 9 | 11 | | | 20 |
| 06:00 | 07:00 | 24 | 20 | | | 44 |
| 07:00 | 08:00 | 26 | 18 | | | 44 |
| 08:00 | 09:00 | 22 | 22 | | | 44 |
| 09:00 | 10:00 | 39 | 32 | | | 71 |
| 10:00 | 11:00 | 39 | 25 | | | 64 |
| 11:00 | 12:00 | 40 | 41 | | | 81 |
| 12:00 | 13:00 | 39 | 37 | | | 76 |
| 13:00 | 14:00 | 42 | 43 | | | 85 |
| 14:00 | 15:00 | 35 | 38 | | | 73 |
| 15:00 | 16:00 | 36 | 33 | | | 69 |
| 16:00 | 17:00 | 39 | 34 | | | 73 |
| 17:00 | 18:00 | 32 | 16 | | | 48 |
| 18:00 | 19:00 | 22 | 21 | | | 43 |
| 19:00 | 20:00 | 15 | 13 | | | 28 |
| 20:00 | 21:00 | 14 | 13 | | | 27 |
| 21:00 | 22:00 | 9 | 13 | | | 22 |
| 22:00 | 23:00 | 6 | 2 | | | 8 |
| 23:00 | 00:00 | 2 | 1 | | | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 212 | 189 | | | 401 |
| Peak Hour | 10:45 | 11:00 | | | 10:45 |
| Peak Volume | 50 | 41 | | | 89 |
| Peak Hour Factor | 0.735 | 0.603 | | | 0.718 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 291 | 264 | | | 555 |
| Peak Hour | 12:30 | 13:30 | | | 12:30 |
| Peak Volume | 52 | 45 | | | 89 |
| Peak Hour Factor | 0.867 | 0.750 | | | 0.890 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 48 | 40 | | | 88 |
| Peak Hour | 7:00 | 8:00 | | | 7:00 |
| Peak Volume | 26 | 22 | | | 44 |
| Peak Hour Factor | 0.591 | 0.550 | | | 0.688 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 71 | 50 | | | 121 |
| Peak Hour | 16:15 | 16:00 | | | 16:00 |
| Peak Volume | 43 | 34 | | | 73 |
| Peak Hour Factor | 0.672 | 0.773 | | | 0.730 |



Prepared by National Data & Surveying Services

# SPEED

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Sunday  **City:** Manassas
**Date:** 3/17/2024  **Project #:** VA24_260055_007

### HOURLY BREAKDOWN

| Time | NORTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SOUTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 1 | 6 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 1 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 1 | 1 | 0 | 1 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 1 | 0 | 2 | 2 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 24 |
| 8:00 | 0 | 0 | 0 | 2 | 1 | 9 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 3 | 0 | 1 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 3 | 15 | 14 | 4 | 1 | 1 | 1 | 0 | 0 | 42 |
| 9:00 | 1 | 0 | 0 | 0 | 4 | 6 | 9 | 3 | 3 | 0 | 1 | 0 | 0 | 27 | 1 | 1 | 1 | 1 | 6 | 7 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 24 | 2 | 1 | 1 | 1 | 10 | 13 | 13 | 4 | 4 | 0 | 2 | 0 | 0 | 51 |
| 10:00 | 0 | 2 | 0 | 2 | 5 | 13 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 37 | 0 | 2 | 1 | 0 | 3 | 4 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 32 | 0 | 4 | 1 | 2 | 8 | 17 | 20 | 11 | 5 | 1 | 0 | 0 | 0 | 69 |
| 11:00 | 0 | 1 | 0 | 2 | 1 | 13 | 11 | 5 | 4 | 1 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 8 | 9 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 2 | 9 | 22 | 22 | 7 | 7 | 1 | 0 | 0 | 0 | 71 |
| 12:00 | 1 | 0 | 0 | 1 | 5 | 7 | 8 | 10 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 1 | 1 | 0 | 12 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 1 | 1 | 2 | 5 | 19 | 14 | 19 | 1 | 0 | 0 | 0 | 0 | 63 |
| 13:00 | 1 | 1 | 0 | 0 | 5 | 12 | 11 | 9 | 4 | 0 | 1 | 0 | 0 | 44 | 0 | 2 | 1 | 3 | 3 | 6 | 11 | 7 | 3 | 2 | 0 | 0 | 0 | 38 | 1 | 3 | 1 | 3 | 8 | 18 | 22 | 16 | 7 | 2 | 1 | 0 | 0 | 82 |
| 14:00 | 1 | 0 | 0 | 3 | 9 | 9 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 3 | 10 | 2 | 6 | 2 | 2 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 3 | 12 | 19 | 6 | 11 | 3 | 2 | 0 | 0 | 0 | 57 |
| 15:00 | 0 | 1 | 2 | 3 | 3 | 14 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 1 | 3 | 10 | 8 | 8 | 2 | 1 | 1 | 0 | 0 | 35 | 1 | 1 | 2 | 4 | 6 | 24 | 15 | 11 | 4 | 2 | 1 | 0 | 0 | 71 |
| 16:00 | 0 | 0 | 0 | 1 | 7 | 7 | 8 | 9 | 2 | 0 | 0 | 0 | 0 | 34 | 0 | 1 | 1 | 2 | 4 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 1 | 3 | 11 | 13 | 10 | 12 | 3 | 0 | 0 | 0 | 0 | 54 |
| 17:00 | 0 | 1 | 0 | 3 | 2 | 6 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 2 | 4 | 5 | 8 | 2 | 0 | 3 | 0 | 0 | 25 | 0 | 1 | 0 | 4 | 4 | 10 | 7 | 13 | 3 | 1 | 3 | 0 | 0 | 46 |
| 18:00 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 6 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 4 | 0 | 1 | 2 | 0 | 0 | 17 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 8 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 5 | 6 | 4 | 22 | 51 | 131 | 98 | 59 | 24 | 4 | 4 | 0 | 0 | 408 | 3 | 8 | 7 | 14 | 44 | 98 | 86 | 61 | 20 | 8 | 7 | 0 | 0 | 356 | 8 | 14 | 11 | 36 | 95 | 229 | 184 | 120 | 44 | 12 | 11 | 0 | 0 | 764 |
| % of Totals | 1% | 1% | 1% | 5% | 13% | 32% | 24% | 14% | 6% | 1% | 1% | | | 100% | 1% | 2% | 2% | 4% | 12% | 28% | 24% | 17% | 6% | 2% | 2% | | | 100% | 1% | 2% | 1% | 5% | 12% | 30% | 24% | 16% | 6% | 2% | 1% | | | 100% |

### STATISTICS

| Period | NORTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SOUTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 3 | 2 | 9 | 13 | 53 | 51 | 14 | 12 | 2 | 1 | 0 | 0 | 162 | 2 | 4 | 3 | 6 | 23 | 39 | 47 | 15 | 10 | 1 | 2 | 0 | 0 | 152 | 4 | 7 | 5 | 15 | 36 | 92 | 98 | 29 | 22 | 3 | 3 | 0 | 0 | 314 |
| % | 0% | 1% | 0% | 2% | 3% | 13% | 13% | 3% | 3% | 0% | 0% | 0% | 0% | 40% | 0% | 1% | 1% | 1% | 6% | 10% | 12% | 4% | 2% | 0% | 0% | 0% | 0% | 37% | 1% | 2% | 1% | 4% | 9% | 23% | 24% | 7% | 5% | 1% | 1% | 0% | 0% | 77% |
| Peak Hour | 6:45 | 10:15 | 2:15 | 10:15 | 10:15 | 10:30 | 11:45 | 11:30 | 11:00 | 10:45 | 8:15 | 0:00 | 0:00 | 10:15 | 7:00 | 10:00 | 4:30 | 0:00 | 11:00 | 11:45 | 10:45 | 11:45 | 10:15 | 7:45 | 8:45 | 0:00 | 0:00 | 10:45 | 7:00 | 10:15 | 5:15 | 8:00 | 10:30 | 10:30 | 10:45 | 11:45 | 10:15 | 10:45 | 8:45 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 1 | 3 | 1 | 3 | 6 | 17 | 12 | 8 | 4 | 2 | 1 | 0 | 0 | 46 | 1 | 2 | 1 | 1 | 8 | 14 | 15 | 9 | 5 | 1 | 2 | 0 | 0 | 38 | 2 | 5 | 2 | 3 | 11 | 24 | 22 | 17 | 8 | 2 | 3 | 0 | 0 | 80 |
| 12:00 - 24:00 | 3 | 3 | 2 | 13 | 38 | 78 | 47 | 45 | 12 | 2 | 3 | 0 | 0 | 246 | 1 | 4 | 4 | 8 | 21 | 59 | 39 | 46 | 10 | 7 | 5 | 0 | 0 | 204 | 4 | 7 | 6 | 21 | 59 | 137 | 86 | 91 | 22 | 9 | 8 | 0 | 0 | 450 |
| % | 1% | 1% | 0% | 3% | 9% | 19% | 12% | 11% | 3% | 0% | 1% | 0% | 0% | 60% | 0% | 1% | 1% | 2% | 5% | 14% | 10% | 11% | 2% | 2% | 1% | 0% | 0% | 50% | 1% | 2% | 1% | 5% | 14% | 34% | 21% | 22% | 5% | 2% | 2% | 0% | 0% | 110% |
| Peak Hour | 13:30 | 13:00 | 14:15 | 14:15 | 14:00 | 14:30 | 12:15 | 12:15 | 13:00 | 14:30 | 12:30 | 12:00 | 12:00 | 12:45 | 14:15 | 12:45 | 12:30 | 12:45 | 14:15 | 13:30 | 12:45 | 12:00 | 13:30 | 13:45 | 17:00 | 12:00 | 12:00 | 13:00 | 13:30 | 13:00 | 12:30 | 14:15 | 14:15 | 15:00 | 12:45 | 12:00 | 13:00 | 13:45 | 17:00 | 12:00 | 12:00 | 13:00 |
| Peak Volume | 2 | 1 | 2 | 5 | 9 | 14 | 11 | 11 | 4 | 1 | 1 | 0 | 0 | 45 | 1 | 2 | 2 | 3 | 5 | 13 | 12 | 9 | 4 | 3 | 3 | 0 | 0 | 38 | 2 | 3 | 2 | 6 | 14 | 24 | 22 | 19 | 7 | 3 | 3 | 0 | 0 | 82 |
| 07:00 - 09:00 | 1 | 0 | 0 | 3 | 3 | 15 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 36 | 1 | 1 | 0 | 2 | 2 | 9 | 9 | 4 | 0 | 1 | 1 | 0 | 0 | 30 | 2 | 1 | 0 | 5 | 5 | 24 | 20 | 5 | 2 | 1 | 1 | 0 | 0 | 66 |
| % | 0% | 0% | 0% | 1% | 1% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 0% | 0% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 1% | 1% | 6% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:45 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:45 | 7:45 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 8:00 | 8:00 | 8:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 1 | 0 | 0 | 2 | 2 | 9 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 24 | 1 | 1 | 0 | 1 | 2 | 6 | 6 | 3 | 0 | 1 | 1 | 0 | 0 | 20 | 2 | 1 | 0 | 3 | 3 | 15 | 14 | 4 | 1 | 1 | 1 | 0 | 0 | 42 |
| 16:00 - 18:00 | 0 | 1 | 0 | 4 | 9 | 13 | 10 | 14 | 3 | 1 | 0 | 0 | 0 | 55 | 0 | 1 | 1 | 3 | 6 | 10 | 7 | 11 | 3 | 0 | 3 | 0 | 0 | 45 | 0 | 2 | 1 | 7 | 15 | 23 | 17 | 25 | 6 | 1 | 3 | 0 | 0 | 100 |
| % | 0% | 0% | 0% | 1% | 2% | 3% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 1% | 1% | 2% | 2% | 3% | 1% | 0% | 1% | 0% | 0% | 11% | 0% | 0% | 0% | 2% | 4% | 6% | 4% | 6% | 1% | 0% | 1% | 0% | 0% | 25% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:45 | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 0 | 3 | 7 | 8 | 8 | 9 | 2 | 1 | 0 | 0 | 0 | 34 | 0 | 1 | 1 | 2 | 4 | 6 | 5 | 8 | 2 | 0 | 3 | 0 | 0 | 25 | 0 | 2 | 1 | 4 | 11 | 13 | 10 | 13 | 3 | 1 | 3 | 0 | 0 | 54 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 32 | 39 | 40 | 48 | 52 | 408 |
| SOUTHBOUND | 32 | 40 | 40 | 48 | 54 | 356 |
| TOTALS | 32 | 40 | 40 | 48 | 53 | 764 |

### 15-MINUTE BREAKDOWN

| Time | NORTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SOUTHBOUND 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 10 |
| 9:00 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 3 | 6 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 16 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 4 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 14 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 1 | 2 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 14 |
| 10:30 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 3 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:45 | 0 | 1 | 0 | 0 | 2 | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 1 | 1 | 0 | 1 | 0 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 1 | 0 | 3 | 5 | 8 | 3 | 3 | 1 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 1 | 0 | 1 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 2 | 6 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 4 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 6 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 4 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 2 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 3 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 4 | 3 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 4 | 7 | 6 | 2 | 0 | 1 | 0 | 0 | 22 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 0 | 1 | 0 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 1 | 2 | 10 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 25 |
| 13:45 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 1 | 1 | 1 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 1 | 0 | 0 | 1 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 7 | 7 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 20 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 1 | 2 | 2 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 2 | 3 | 3 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 24 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 17 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 1 | 2 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 4 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 4 | 1 | 0 | 2 | 0 | 0 | 15 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 6 | 4 | 22 | 51 | 131 | 98 | 59 | 24 | 4 | 4 | 0 | 0 | 408 | 3 | 8 | 7 | 14 | 44 | 98 | 86 | 61 | 20 | 8 | 7 | 0 | 0 | 356 | 8 | 14 | 11 | 36 | 95 | 229 | 184 | 120 | 44 | 12 | 11 | 0 | 0 | 764 |
| % of Totals | 1% | 1% | 1% | 5% | 13% | 32% | 24% | 14% | 6% | 1% | 1% | 0% | 0% | 100% | 1% | 2% | 2% | 4% | 12% | 28% | 24% | 17% | 6% | 2% | 2% | 0% | 0% | 100% | 1% | 2% | 1% | 5% | 12% | 30% | 24% | 16% | 6% | 2% | 1% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Wakeman Dr S/O Leidos Aviation Dwy

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 408 | 356 | 0 | 0 | 764 |

DAILY TOTALS

### 15-Minutes Interval

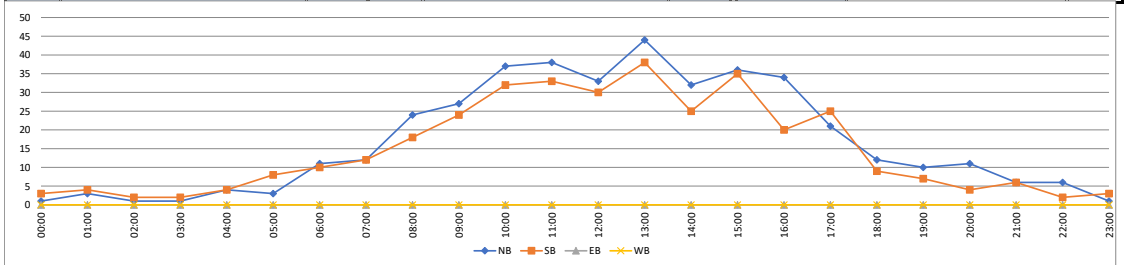
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 1 | | | 2 | 12:00 | 4 | 10 | | | 14 |
| 0:15 | 0 | 2 | | | 2 | 12:15 | 10 | 7 | | | 17 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 9 | 7 | | | 16 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 10 | 6 | | | 16 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 10 | 8 | | | 18 |
| 1:15 | 2 | 2 | | | 4 | 13:15 | 14 | 8 | | | 22 |
| 1:30 | 0 | 1 | | | 1 | 13:30 | 11 | 14 | | | 25 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 9 | 8 | | | 17 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 2 | 7 | | | 9 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 13 | 7 | | | 20 |
| 2:30 | 0 | 1 | | | 1 | 14:30 | 8 | 5 | | | 13 |
| 2:45 | 1 | 1 | | | 2 | 14:45 | 9 | 6 | | | 15 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 15 | 9 | | | 24 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 9 | 9 | | | 18 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 7 | 10 | | | 17 |
| 3:45 | 0 | 1 | | | 1 | 15:45 | 5 | 7 | | | 12 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 13 | 5 | | | 18 |
| 4:15 | 0 | 1 | | | 1 | 16:15 | 11 | 8 | | | 19 |
| 4:30 | 0 | 1 | | | 1 | 16:30 | 3 | 4 | | | 7 |
| 4:45 | 3 | 2 | | | 5 | 16:45 | 7 | 3 | | | 10 |
| 5:00 | 1 | 3 | | | 4 | 17:00 | 6 | 1 | | | 7 |
| 5:15 | 2 | 2 | | | 4 | 17:15 | 3 | 12 | | | 15 |
| 5:30 | 0 | 3 | | | 3 | 17:30 | 8 | 3 | | | 11 |
| 5:45 | 0 | 0 | | | 0 | 17:45 | 4 | 9 | | | 13 |
| 6:00 | 2 | 2 | | | 4 | 18:00 | 3 | 2 | | | 5 |
| 6:15 | 3 | 1 | | | 4 | 18:15 | 4 | 2 | | | 6 |
| 6:30 | 2 | 1 | | | 3 | 18:30 | 1 | 1 | | | 2 |
| 6:45 | 4 | 6 | | | 10 | 18:45 | 4 | 4 | | | 8 |
| 7:00 | 5 | 0 | | | 5 | 19:00 | 4 | 1 | | | 5 |
| 7:15 | 3 | 3 | | | 6 | 19:15 | 3 | 0 | | | 3 |
| 7:30 | 3 | 4 | | | 7 | 19:30 | 2 | 3 | | | 5 |
| 7:45 | 1 | 5 | | | 6 | 19:45 | 1 | 3 | | | 4 |
| 8:00 | 3 | 4 | | | 7 | 20:00 | 3 | 1 | | | 4 |
| 8:15 | 5 | 3 | | | 8 | 20:15 | 1 | 1 | | | 2 |
| 8:30 | 9 | 8 | | | 17 | 20:30 | 5 | 2 | | | 7 |
| 8:45 | 7 | 3 | | | 10 | 20:45 | 2 | 0 | | | 2 |
| 9:00 | 7 | 9 | | | 16 | 21:00 | 4 | 3 | | | 7 |
| 9:15 | 5 | 7 | | | 12 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 10 | 4 | | | 14 | 21:30 | 2 | 1 | | | 3 |
| 9:45 | 5 | 4 | | | 9 | 21:45 | 0 | 0 | | | 0 |
| 10:00 | 3 | 6 | | | 9 | 22:00 | 2 | 0 | | | 2 |
| 10:15 | 9 | 5 | | | 14 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 12 | 8 | | | 20 | 22:30 | 2 | 0 | | | 2 |
| 10:45 | 13 | 13 | | | 26 | 22:45 | 1 | 2 | | | 3 |
| 11:00 | 12 | 8 | | | 20 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 5 | 8 | | | 13 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 9 | 9 | | | 18 | 23:30 | 1 | 3 | | | 4 |
| 11:45 | 12 | 8 | | | 20 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 162 | 152 | 0 | 0 | 314 | TOTALS | 246 | 204 | 0 | 0 | 450 |
| SPLIT % | 52% | 48% | 0% | 0% | 41% | SPLIT % | 55% | 45% | 0% | 0% | 59% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 1 | 3 | | | 4 |
| 01:00 | 02:00 | 3 | 4 | | | 7 |
| 02:00 | 03:00 | 1 | 2 | | | 3 |
| 03:00 | 04:00 | 1 | 2 | | | 3 |
| 04:00 | 05:00 | 4 | 4 | | | 8 |
| 05:00 | 06:00 | 3 | 8 | | | 11 |
| 06:00 | 07:00 | 11 | 10 | | | 21 |
| 07:00 | 08:00 | 12 | 12 | | | 24 |
| 08:00 | 09:00 | 24 | 18 | | | 42 |
| 09:00 | 10:00 | 27 | 24 | | | 51 |
| 10:00 | 11:00 | 37 | 32 | | | 69 |
| 11:00 | 12:00 | 38 | 33 | | | 71 |
| 12:00 | 13:00 | 33 | 30 | | | 63 |
| 13:00 | 14:00 | 44 | 38 | | | 82 |
| 14:00 | 15:00 | 32 | 25 | | | 57 |
| 15:00 | 16:00 | 36 | 35 | | | 71 |
| 16:00 | 17:00 | 34 | 20 | | | 54 |
| 17:00 | 18:00 | 21 | 25 | | | 46 |
| 18:00 | 19:00 | 12 | 9 | | | 21 |
| 19:00 | 20:00 | 10 | 7 | | | 17 |
| 20:00 | 21:00 | 11 | 4 | | | 15 |
| 21:00 | 22:00 | 6 | 6 | | | 12 |
| 22:00 | 23:00 | 6 | 2 | | | 8 |
| 23:00 | 00:00 | 1 | 3 | | | 4 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 162 | 152 | | | 314 |
| Peak Hour | 10:15 | 10:45 | | | 10:15 |
| Peak Volume | 46 | 38 | | | 80 |
| Peak Hour Factor | 0.885 | 0.731 | | | 0.769 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 246 | 204 | | | 450 |
| Peak Hour | 12:45 | 13:00 | | | 13:00 |
| Peak Volume | 45 | 38 | | | 82 |
| Peak Hour Factor | 0.804 | 0.679 | | | 0.820 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 36 | 30 | | | 66 |
| Peak Hour | 8:00 | 7:45 | | | 8:00 |
| Peak Volume | 24 | 20 | | | 42 |
| Peak Hour Factor | 0.667 | 0.625 | | | 0.618 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 55 | 45 | | | 100 |
| Peak Hour | 16:00 | 17:00 | | | 16:00 |
| Peak Volume | 34 | 25 | | | 54 |
| Peak Hour Factor | 0.654 | 0.521 | | | 0.711 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Saturday
Date: 3/9/2024

City: Manassas
Project #: VA24 260055 008

## HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 180 | 51 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| % of Totals | | 75% | 21% | 0% | 3% | | | | | | | | | 100% |

WESTBOUND

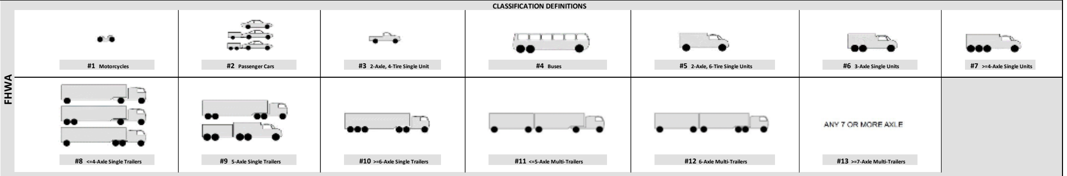
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 24 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 9:00 | 0 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 21 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:00 | 0 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 226 | 60 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| % of Totals | | 76% | 20% | 1% | 3% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 22 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:00 | 0 | 10 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 37 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 9:00 | 0 | 34 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 10:00 | 0 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:00 | 0 | 45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:00 | 0 | 46 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 13:00 | 0 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 20 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 0 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 30 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 406 | 111 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 536 |
| % of Totals | | 76% | 21% | 1% | 3% | | | | | | | | | 100% |

## FHWA

CLASSIFICATION DEFINITIONS




## STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 85 | 26 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| % | 0% | 35% | 11% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 0:00 | 10:45 | 8:45 | 11:15 | 5:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 |
| Peak Volume | 0 | 25 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:00 - 24:00 | 0 | 95 | 25 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| % | 0% | 40% | 10% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 12:00 | 12:30 | 13:15 | 12:00 | 19:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 0 | 26 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:00 - 09:00 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| % | 0% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 116 | 44 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| % | 0% | 39% | 15% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 0:00 | 8:30 | 8:00 | 9:00 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:30 |
| Peak Volume | 0 | 28 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 - 24:00 | 0 | 110 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| % | 0% | 37% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:00 - 09:00 | 0 | 32 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| % | 0% | 11% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 24 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 16:00 - 18:00 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| % | 0% | 14% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| Peak Volume | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 201 | 70 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| % | 0% | 38% | 13% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% |
| Peak Hour | 0:00 | 10:45 | 8:30 | 11:15 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:30 |
| Peak Volume | 0 | 53 | 19 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | 0 | 205 | 41 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| % | 0% | 38% | 8% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 12:00 | 12:30 | 14:00 | 12:00 | 19:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 0 | 52 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 - 09:00 | 0 | 47 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| % | 0% | 9% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 37 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 - 18:00 | 0 | 54 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| % | 0% | 10% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 30 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |

## 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 180 | 51 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| % of Totals | | 75% | 21% | 0% | 3% | | | | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 226 | 60 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| % of Totals | | 76% | 20% | 1% | 3% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 406 | 111 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 536 |
| % of Totals | | 76% | 21% | 1% | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 240 | 296 | 536 | |

### 15-Minutes Interval

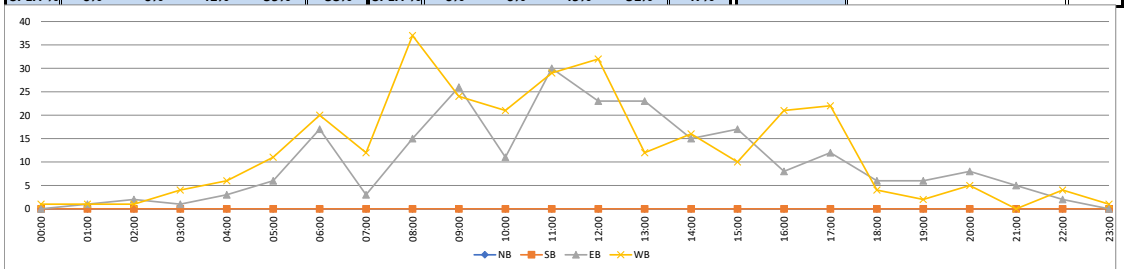
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 5 | 6 | 11 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 3 | 5 | 8 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 11 | 18 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 8 | 10 | 18 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 7 | 3 | 10 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 8 | 6 | 14 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 5 | 1 | 6 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 3 | 2 | 5 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 6 | 3 | 9 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 1 | 2 | 3 |
| 2:30 | | | 2 | 0 | 2 | 14:30 | | | 3 | 6 | 9 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 5 | 10 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 8 | 1 | 9 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 2 | 1 | 3 |
| 3:30 | | | 0 | 2 | 2 | 15:30 | | | 3 | 4 | 7 |
| 3:45 | | | 1 | 2 | 3 | 15:45 | | | 4 | 4 | 8 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 3 | 16 | 19 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 2 | 0 | 2 |
| 4:30 | | | 0 | 1 | 1 | 16:30 | | | 1 | 2 | 3 |
| 4:45 | | | 3 | 5 | 8 | 16:45 | | | 2 | 3 | 5 |
| 5:00 | | | 3 | 1 | 4 | 17:00 | | | 4 | 10 | 14 |
| 5:15 | | | 0 | 3 | 3 | 17:15 | | | 2 | 3 | 5 |
| 5:30 | | | 2 | 3 | 5 | 17:30 | | | 2 | 6 | 8 |
| 5:45 | | | 1 | 4 | 5 | 17:45 | | | 4 | 3 | 7 |
| 6:00 | | | 5 | 4 | 9 | 18:00 | | | 2 | 1 | 3 |
| 6:15 | | | 5 | 2 | 7 | 18:15 | | | 1 | 2 | 3 |
| 6:30 | | | 4 | 6 | 10 | 18:30 | | | 2 | 0 | 2 |
| 6:45 | | | 3 | 8 | 11 | 18:45 | | | 1 | 1 | 2 |
| 7:00 | | | 1 | 1 | 2 | 19:00 | | | 2 | 1 | 3 |
| 7:15 | | | 0 | 5 | 5 | 19:15 | | | 2 | 1 | 3 |
| 7:30 | | | 1 | 2 | 3 | 19:30 | | | 1 | 0 | 1 |
| 7:45 | | | 1 | 4 | 5 | 19:45 | | | 1 | 0 | 1 |
| 8:00 | | | 1 | 5 | 6 | 20:00 | | | 3 | 1 | 4 |
| 8:15 | | | 3 | 7 | 10 | 20:15 | | | 1 | 1 | 2 |
| 8:30 | | | 2 | 9 | 11 | 20:30 | | | 3 | 3 | 6 |
| 8:45 | | | 9 | 16 | 25 | 20:45 | | | 1 | 0 | 1 |
| 9:00 | | | 12 | 7 | 19 | 21:00 | | | 4 | 0 | 4 |
| 9:15 | | | 7 | 8 | 15 | 21:15 | | | 0 | 0 | 0 |
| 9:30 | | | 4 | 2 | 6 | 21:30 | | | 0 | 0 | 0 |
| 9:45 | | | 3 | 7 | 10 | 21:45 | | | 1 | 0 | 1 |
| 10:00 | | | 4 | 1 | 5 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 3 | 5 | 8 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 1 | 3 | 4 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 3 | 12 | 15 | 22:45 | | | 1 | 2 | 3 |
| 11:00 | | | 9 | 10 | 19 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 10 | 6 | 16 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 8 | 8 | 16 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 3 | 5 | 8 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 115 | 167 | 282 | TOTALS | 0 | 0 | 125 | 129 | 254 |
| SPLIT % | 0% | 0% | 41% | 59% | 53% | SPLIT % | 0% | 0% | 49% | 51% | 47% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 2 | 1 | 3 |
| 03:00 | 04:00 | | | 1 | 4 | 5 |
| 04:00 | 05:00 | | | 3 | 6 | 9 |
| 05:00 | 06:00 | | | 6 | 11 | 17 |
| 06:00 | 07:00 | | | 17 | 20 | 37 |
| 07:00 | 08:00 | | | 3 | 12 | 15 |
| 08:00 | 09:00 | | | 15 | 37 | 52 |
| 09:00 | 10:00 | | | 26 | 24 | 50 |
| 10:00 | 11:00 | | | 11 | 21 | 32 |
| 11:00 | 12:00 | | | 30 | 29 | 59 |
| 12:00 | 13:00 | | | 23 | 32 | 55 |
| 13:00 | 14:00 | | | 23 | 12 | 35 |
| 14:00 | 15:00 | | | 15 | 16 | 31 |
| 15:00 | 16:00 | | | 17 | 10 | 27 |
| 16:00 | 17:00 | | | 8 | 21 | 29 |
| 17:00 | 18:00 | | | 12 | 22 | 34 |
| 18:00 | 19:00 | | | 6 | 4 | 10 |
| 19:00 | 20:00 | | | 6 | 2 | 8 |
| 20:00 | 21:00 | | | 8 | 5 | 13 |
| 21:00 | 22:00 | | | 5 | 0 | 5 |
| 22:00 | 23:00 | | | 2 | 4 | 6 |
| 23:00 | 00:00 | | | 0 | 1 | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 115 | 167 | 282 |
| Peak Hour | | | 8:45 | 8:30 | 8:30 |
| Peak Volume | | | 32 | 40 | 70 |
| Peak Hour Factor | | | 0.667 | 0.625 | 0.700 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 125 | 129 | 254 |
| Peak Hour | | | 12:30 | 12:00 | 12:30 |
| Peak Volume | | | 30 | 32 | 60 |
| Peak Hour Factor | | | 0.938 | 0.727 | 0.833 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 18 | 49 | 67 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 15 | 37 | 52 |
| Peak Hour Factor | | | 0.417 | 0.578 | 0.520 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 20 | 43 | 63 |
| Peak Hour | | | 17:00 | 16:45 | 17:00 |
| Peak Volume | | | 12 | 22 | 34 |
| Peak Hour Factor | | | 0.750 | 0.550 | 0.607 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Sunday
Date: 3/10/2024

City: Manassas
Project #: VA24_260055_008

### HOURLY BREAKDOWN — EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:00 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 174 | 40 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| % of Totals | 0% | 79% | 18% | 0% | 1% | | | | | | | | | 100% |

### HOURLY BREAKDOWN — WESTBOUND

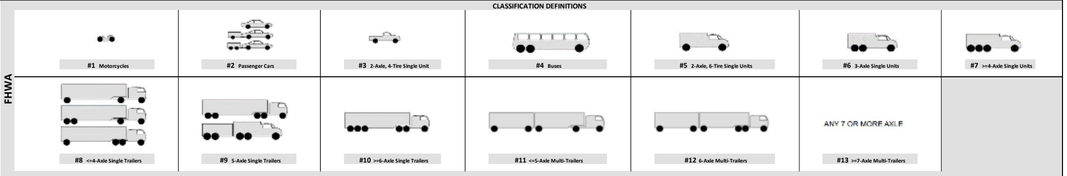
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 1 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 1 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 218 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| % of Totals | 1% | 83% | 15% | 1% | | | | | | | | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:00 | 1 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 24 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 1 | 34 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 0 | 36 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 13:00 | 1 | 28 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 0 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 392 | 79 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 |
| % of Totals | 1% | 81% | 16% | 1% | 1% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS — EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 57 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| % | 0% | 26% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 0:00 | 11:45 | 11:45 | 0:00 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 28 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 - 24:00 | 1 | 117 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| % | 0% | 53% | 11% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 66% |
| Peak Hour | 12:30 | 12:00 | 17:00 | 14:30 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 24 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:00 - 09:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 0 | 27 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| % | 0% | 12% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |

### STATISTICS — WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 96 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| % | 1% | 37% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 8:30 | 11:00 | 8:00 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 1 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 - 24:00 | 0 | 122 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| % | 0% | 47% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 12:00 | 15:30 | 12:45 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 36 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:00 - 09:00 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| % | 0% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 - 18:00 | 0 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| % | 0% | 14% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

### STATISTICS — TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 153 | 35 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| % | 0% | 32% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 8:30 | 11:45 | 11:30 | 8:15 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 43 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:00 - 24:00 | 1 | 239 | 44 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| % | 0% | 50% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% |
| Peak Hour | 12:30 | 15:45 | 12:00 | 12:30 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 1 | 49 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 07:00 - 09:00 | 0 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| % | 0% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 - 18:00 | 0 | 63 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| % | 0% | 13% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 36 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |

### 15-MINUTE BREAKDOWN — EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 174 | 40 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| % of Totals | 0% | 79% | 18% | 0% | 1% | | | | | | | | | 100% |

### 15-MINUTE BREAKDOWN — WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2 | 218 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| % of Totals | 1% | 83% | 15% | 1% | | | | | | | | | | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 1 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:30 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 1 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3 | 392 | 79 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 |
| % of Totals | 1% | 81% | 16% | 1% | 1% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 219 | 262 | 481 |

DAILY TOTALS

### 15-Minutes Interval

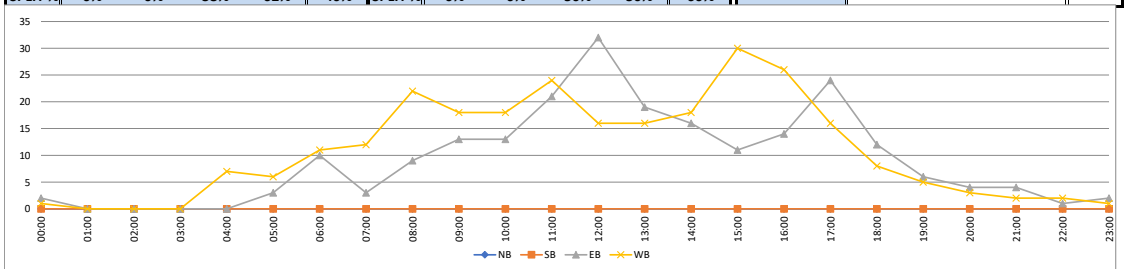
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 9 | 3 | 12 |
| 0:15 | | | 1 | 0 | 1 | 12:15 | | | 11 | 4 | 15 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 10 | 4 | 14 |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 2 | 5 | 7 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 5 | 6 | 11 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 8 | 5 | 13 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 3 | 3 | 6 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 2 | 5 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 4 | 1 | 5 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 6 | 12 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 3 | 6 | 9 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 3 | 5 | 8 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 3 | 1 | 4 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 6 | 10 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 1 | 4 | 5 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 3 | 19 | 22 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 2 | 8 | 10 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 4 | 8 | 12 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 6 | 5 | 11 |
| 4:45 | | | 0 | 4 | 4 | 16:45 | | | 2 | 5 | 7 |
| 5:00 | | | 1 | 2 | 3 | 17:00 | | | 5 | 2 | 7 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 11 | 8 | 19 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 3 | 4 | 7 |
| 5:45 | | | 2 | 3 | 5 | 17:45 | | | 5 | 2 | 7 |
| 6:00 | | | 1 | 1 | 2 | 18:00 | | | 6 | 1 | 7 |
| 6:15 | | | 4 | 1 | 5 | 18:15 | | | 2 | 2 | 4 |
| 6:30 | | | 3 | 4 | 7 | 18:30 | | | 2 | 1 | 3 |
| 6:45 | | | 2 | 5 | 7 | 18:45 | | | 2 | 4 | 6 |
| 7:00 | | | 1 | 2 | 3 | 19:00 | | | 2 | 1 | 3 |
| 7:15 | | | 1 | 2 | 3 | 19:15 | | | 1 | 2 | 3 |
| 7:30 | | | 0 | 3 | 3 | 19:30 | | | 2 | 0 | 2 |
| 7:45 | | | 1 | 5 | 6 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 3 | 10 | 13 | 20:00 | | | 2 | 0 | 2 |
| 8:15 | | | 2 | 2 | 4 | 20:15 | | | 0 | 0 | 0 |
| 8:30 | | | 1 | 2 | 3 | 20:30 | | | 0 | 2 | 2 |
| 8:45 | | | 3 | 8 | 11 | 20:45 | | | 2 | 1 | 3 |
| 9:00 | | | 2 | 4 | 6 | 21:00 | | | 2 | 0 | 2 |
| 9:15 | | | 1 | 5 | 6 | 21:15 | | | 0 | 0 | 0 |
| 9:30 | | | 5 | 6 | 11 | 21:30 | | | 2 | 0 | 2 |
| 9:45 | | | 5 | 3 | 8 | 21:45 | | | 0 | 2 | 2 |
| 10:00 | | | 2 | 2 | 4 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 2 | 5 | 7 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 5 | 6 | 11 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 4 | 5 | 9 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 2 | 4 | 6 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 6 | 5 | 11 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 5 | 6 | 11 | 23:30 | | | 1 | 0 | 1 |
| 11:45 | | | 8 | 9 | 17 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 74 | 119 | 193 | TOTALS | 0 | 0 | 145 | 143 | 288 |
| SPLIT % | 0% | 0% | 38% | 62% | 40% | SPLIT % | 0% | 0% | 50% | 50% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 1 | 3 |
| 01:00 | 02:00 | | | 0 | 0 | 0 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 0 | 0 | 0 |
| 04:00 | 05:00 | | | 0 | 7 | 7 |
| 05:00 | 06:00 | | | 3 | 6 | 9 |
| 06:00 | 07:00 | | | 10 | 11 | 21 |
| 07:00 | 08:00 | | | 3 | 12 | 15 |
| 08:00 | 09:00 | | | 9 | 22 | 31 |
| 09:00 | 10:00 | | | 13 | 18 | 31 |
| 10:00 | 11:00 | | | 13 | 18 | 31 |
| 11:00 | 12:00 | | | 21 | 24 | 45 |
| 12:00 | 13:00 | | | 32 | 16 | 48 |
| 13:00 | 14:00 | | | 19 | 16 | 35 |
| 14:00 | 15:00 | | | 16 | 18 | 34 |
| 15:00 | 16:00 | | | 11 | 30 | 41 |
| 16:00 | 17:00 | | | 14 | 26 | 40 |
| 17:00 | 18:00 | | | 24 | 16 | 40 |
| 18:00 | 19:00 | | | 12 | 8 | 20 |
| 19:00 | 20:00 | | | 6 | 5 | 11 |
| 20:00 | 21:00 | | | 4 | 3 | 7 |
| 21:00 | 22:00 | | | 4 | 2 | 6 |
| 22:00 | 23:00 | | | 1 | 2 | 3 |
| 23:00 | 00:00 | | | 2 | 1 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 74 | 119 | 193 |
| Peak Hour | | | 11:00 | 11:00 | 11:00 |
| Peak Volume | | | 21 | 24 | 45 |
| Peak Hour Factor | | | 0.656 | 0.667 | 0.662 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 145 | 143 | 288 |
| Peak Hour | | | 12:00 | 15:45 | 15:45 |
| Peak Volume | | | 32 | 40 | 55 |
| Peak Hour Factor | | | 0.727 | 0.526 | 0.625 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 12 | 34 | 46 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 9 | 22 | 31 |
| Peak Hour Factor | | | 0.750 | 0.550 | 0.596 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 38 | 42 | 80 |
| Peak Hour | | | 16:30 | 16:00 | 16:30 |
| Peak Volume | | | 24 | 26 | 44 |
| Peak Hour Factor | | | 0.545 | 0.813 | 0.579 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Monday
Date: 3/11/2024

City: Manassas
Project #: VA24 260055 008

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 14 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 24 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:00 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 19 | 9 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 15 | 9 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 30 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:00 | 0 | 44 | 8 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 13:00 | 0 | 38 | 7 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 14:00 | 1 | 40 | 6 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 54 |
| 15:00 | 0 | 44 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 0 | 54 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 17:00 | 0 | 43 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 18:00 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:00 | 0 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 1 | 484 | 138 | 15 | 30 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 675 |
| % of Totals | 0% | 72% | 20% | 2% | 4% | 0% | | | 1% | | | | | 100% |

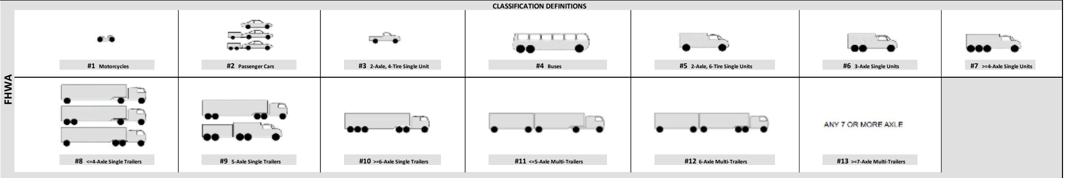
**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 11 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:00 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:00 | 0 | 27 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 6:00 | 1 | 50 | 16 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 73 |
| 7:00 | 0 | 80 | 19 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 109 |
| 8:00 | 0 | 30 | 10 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 48 |
| 9:00 | 0 | 24 | 8 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 0 | 25 | 6 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 29 | 17 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 41 | 6 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 13:00 | 0 | 33 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 27 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 0 | 52 | 7 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:00 | 0 | 45 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 17:00 | 0 | 37 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 0 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 565 | 166 | 21 | 43 | 5 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 810 |
| % of Totals | 0% | 70% | 20% | 3% | 5% | 1% | | 0% | 1% | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 12 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 21 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:00 | 0 | 41 | 25 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 6:00 | 1 | 74 | 24 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 108 |
| 7:00 | 0 | 96 | 25 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 132 |
| 8:00 | 0 | 44 | 14 | 2 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 68 |
| 9:00 | 0 | 43 | 17 | 3 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 71 |
| 10:00 | 0 | 40 | 15 | 1 | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 59 | 26 | 3 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 97 |
| 12:00 | 0 | 85 | 14 | 4 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 112 |
| 13:00 | 0 | 71 | 20 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 14:00 | 1 | 67 | 11 | 4 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 90 |
| 15:00 | 0 | 96 | 17 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 119 |
| 16:00 | 0 | 99 | 38 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 17:00 | 0 | 80 | 18 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 18:00 | 0 | 38 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 19:00 | 0 | 40 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 20:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 1,049 | 304 | 36 | 73 | 7 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 1,485 |
| % of Totals | 0% | 71% | 20% | 2% | 5% | 0% | | 0% | 1% | | | | | 100% |

### CLASSIFICATION DEFINITIONS




### STATISTICS

**EASTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 144 | 53 | 5 | 15 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 222 |
| % | 0% | 21% | 8% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| Peak Hour | 0:00 | 11:30 | 9:15 | 11:15 | 5:45 | 2:45 | 0:00 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 43 | 12 | 3 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 59 |
| 12:00 - 24:00 | 1 | 340 | 85 | 10 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 453 |
| % | 0% | 50% | 13% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 67% |
| Peak Hour | 13:15 | 15:45 | 16:00 | 13:00 | 13:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 1 | 57 | 24 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 81 |
| 07:00 - 09:00 | 0 | 30 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| % | 0% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 16 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 - 18:00 | 0 | 97 | 36 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| % | 0% | 14% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 54 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |

**WESTBOUND**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 293 | 101 | 9 | 27 | 4 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 443 |
| % | 0% | 36% | 12% | 1% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 5:15 | 7:00 | 6:45 | 8:30 | 7:00 | 10:00 | 0:00 | 8:15 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 80 | 22 | 4 | 8 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 109 |
| 12:00 - 24:00 | 0 | 272 | 65 | 12 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 367 |
| % | 0% | 34% | 8% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 12:00 | 15:30 | 15:45 | 12:15 | 12:00 | 15:00 | 12:00 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 56 | 15 | 4 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 75 |
| 07:00 - 09:00 | 0 | 110 | 29 | 3 | 12 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 157 |
| % | 0% | 14% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 80 | 19 | 2 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 109 |
| 16:00 - 18:00 | 0 | 82 | 20 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| % | 0% | 10% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 45 | 14 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |

**TOTALS**

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 437 | 154 | 14 | 42 | 6 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 665 |
| % | 0% | 29% | 10% | 1% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 5:15 | 7:00 | 6:45 | 8:30 | 6:30 | 10:00 | 0:00 | 8:15 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 96 | 29 | 5 | 9 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 132 |
| 12:00 - 24:00 | 1 | 612 | 150 | 22 | 31 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 820 |
| % | 0% | 41% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 13:15 | 15:45 | 16:00 | 12:15 | 12:00 | 15:00 | 12:00 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 1 | 111 | 38 | 6 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 150 |
| 07:00 - 09:00 | 0 | 140 | 39 | 3 | 15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 200 |
| % | 0% | 9% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 96 | 25 | 2 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 132 |
| 16:00 - 18:00 | 0 | 179 | 56 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| % | 0% | 12% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 99 | 38 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 14 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 1 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:30 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:45 | 0 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 484 | 138 | 15 | 30 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 675 |
| % of Totals | 0% | 72% | 20% | 2% | 4% | 0% | | | 1% | | | | | 100% |

**WESTBOUND**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:45 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 1 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 6:15 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:30 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:45 | 0 | 12 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 20 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:15 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:30 | 0 | 20 | 7 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 7:45 | 0 | 24 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:30 | 0 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 6 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 9:15 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 7 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:45 | 0 | 8 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:15 | 0 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 0 | 24 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 8 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 11 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 565 | 166 | 21 | 43 | 5 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 810 |
| % of Totals | 0% | 70% | 20% | 3% | 5% | 1% | | 0% | 1% | | | | | 100% |

**TOTALS**

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:15 | 0 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:30 | 0 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 5:45 | 0 | 12 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 1 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 26 |
| 6:15 | 0 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:30 | 0 | 16 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 | 0 | 19 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:00 | 0 | 24 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 7:15 | 0 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 24 | 9 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 7:45 | 0 | 28 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:30 | 0 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 10 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 10 | 5 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 21 |
| 9:15 | 0 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:45 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 11 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 4 | 5 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 13 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 13 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:15 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 11:30 | 0 | 15 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:45 | 0 | 17 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 20 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:15 | 0 | 29 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:30 | 0 | 14 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 0 | 22 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 28 |
| 13:00 | 0 | 20 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:15 | 0 | 15 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 20 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 1 | 19 | 4 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:30 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 19 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 0 | 25 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:15 | 0 | 20 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 35 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 27 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:15 | 0 | 25 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 16:30 | 0 | 24 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:45 | 0 | 23 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 21 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 0 | 19 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 13 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 27 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 1,049 | 304 | 36 | 73 | 7 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 1,485 |
| % of Totals | 0% | 71% | 20% | 2% | 5% | 0% | | 0% | 1% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 675 | 810 | 1,485 |

DAILY TOTALS

### 15-Minutes Interval

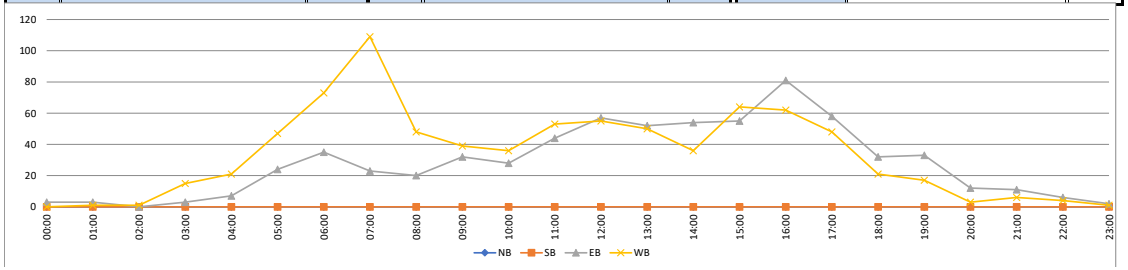
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 14 | 14 | 28 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 19 | 17 | 36 |
| 0:30 | | | 2 | 0 | 2 | 12:30 | | | 10 | 10 | 20 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 14 | 14 | 28 |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 20 | 12 | 32 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 10 | 11 | 21 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 13 | 18 | 31 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 9 | 9 | 18 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 17 | 12 | 29 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 8 | 6 | 14 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 18 | 3 | 21 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 11 | 15 | 26 |
| 3:00 | | | 1 | 5 | 6 | 15:00 | | | 20 | 10 | 30 |
| 3:15 | | | 0 | 4 | 4 | 15:15 | | | 14 | 11 | 25 |
| 3:30 | | | 1 | 2 | 3 | 15:30 | | | 10 | 13 | 23 |
| 3:45 | | | 1 | 4 | 5 | 15:45 | | | 11 | 30 | 41 |
| 4:00 | | | 0 | 4 | 4 | 16:00 | | | 24 | 12 | 36 |
| 4:15 | | | 2 | 3 | 5 | 16:15 | | | 20 | 17 | 37 |
| 4:30 | | | 3 | 5 | 8 | 16:30 | | | 20 | 16 | 36 |
| 4:45 | | | 2 | 9 | 11 | 16:45 | | | 17 | 17 | 34 |
| 5:00 | | | 4 | 12 | 16 | 17:00 | | | 18 | 12 | 30 |
| 5:15 | | | 4 | 7 | 11 | 17:15 | | | 9 | 15 | 24 |
| 5:30 | | | 8 | 15 | 23 | 17:30 | | | 11 | 7 | 18 |
| 5:45 | | | 8 | 13 | 21 | 17:45 | | | 20 | 14 | 34 |
| 6:00 | | | 7 | 19 | 26 | 18:00 | | | 8 | 4 | 12 |
| 6:15 | | | 11 | 16 | 27 | 18:15 | | | 9 | 3 | 12 |
| 6:30 | | | 8 | 17 | 25 | 18:30 | | | 10 | 4 | 14 |
| 6:45 | | | 9 | 21 | 30 | 18:45 | | | 5 | 10 | 15 |
| 7:00 | | | 6 | 27 | 33 | 19:00 | | | 11 | 3 | 14 |
| 7:15 | | | 6 | 20 | 26 | 19:15 | | | 6 | 3 | 9 |
| 7:30 | | | 6 | 30 | 36 | 19:30 | | | 9 | 7 | 16 |
| 7:45 | | | 5 | 32 | 37 | 19:45 | | | 7 | 4 | 11 |
| 8:00 | | | 5 | 11 | 16 | 20:00 | | | 5 | 0 | 5 |
| 8:15 | | | 6 | 13 | 19 | 20:15 | | | 5 | 1 | 6 |
| 8:30 | | | 5 | 12 | 17 | 20:30 | | | 2 | 1 | 3 |
| 8:45 | | | 4 | 12 | 16 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 7 | 14 | 21 | 21:00 | | | 6 | 3 | 9 |
| 9:15 | | | 9 | 7 | 16 | 21:15 | | | 1 | 2 | 3 |
| 9:30 | | | 8 | 11 | 19 | 21:30 | | | 4 | 0 | 4 |
| 9:45 | | | 8 | 7 | 15 | 21:45 | | | 0 | 1 | 1 |
| 10:00 | | | 5 | 11 | 16 | 22:00 | | | 1 | 1 | 2 |
| 10:15 | | | 8 | 7 | 15 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 4 | 9 | 13 | 22:30 | | | 5 | 3 | 8 |
| 10:45 | | | 11 | 9 | 20 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 7 | 15 | 22 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 11 | 10 | 21 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 12 | 15 | 27 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 14 | 13 | 27 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 222 | 443 | 665 | TOTALS | 0 | 0 | 453 | 367 | 820 |
| SPLIT % | 0% | 0% | 33% | 67% | 45% | SPLIT % | 0% | 0% | 55% | 45% | 55% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 0 | 3 |
| 01:00 | 02:00 | | | 3 | 1 | 4 |
| 02:00 | 03:00 | | | 0 | 1 | 1 |
| 03:00 | 04:00 | | | 3 | 15 | 18 |
| 04:00 | 05:00 | | | 7 | 21 | 28 |
| 05:00 | 06:00 | | | 24 | 47 | 71 |
| 06:00 | 07:00 | | | 35 | 73 | 108 |
| 07:00 | 08:00 | | | 23 | 109 | 132 |
| 08:00 | 09:00 | | | 20 | 48 | 68 |
| 09:00 | 10:00 | | | 32 | 39 | 71 |
| 10:00 | 11:00 | | | 28 | 36 | 64 |
| 11:00 | 12:00 | | | 44 | 53 | 97 |
| 12:00 | 13:00 | | | 57 | 55 | 112 |
| 13:00 | 14:00 | | | 52 | 50 | 102 |
| 14:00 | 15:00 | | | 54 | 36 | 90 |
| 15:00 | 16:00 | | | 55 | 64 | 119 |
| 16:00 | 17:00 | | | 81 | 62 | 143 |
| 17:00 | 18:00 | | | 58 | 48 | 106 |
| 18:00 | 19:00 | | | 32 | 21 | 53 |
| 19:00 | 20:00 | | | 33 | 17 | 50 |
| 20:00 | 21:00 | | | 12 | 3 | 15 |
| 21:00 | 22:00 | | | 11 | 6 | 17 |
| 22:00 | 23:00 | | | 6 | 4 | 10 |
| 23:00 | 00:00 | | | 2 | 1 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 222 | 443 | 665 |
| Peak Hour | | | 11:00 | 7:00 | 7:00 |
| Peak Volume | | | 44 | 109 | 132 |
| Peak Hour Factor | | | 0.786 | 0.852 | 0.892 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 453 | 367 | 820 |
| Peak Hour | | | 16:00 | 15:45 | 15:45 |
| Peak Volume | | | 81 | 75 | 150 |
| Peak Hour Factor | | | 0.844 | 0.625 | 0.915 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 43 | 157 | 200 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 23 | 109 | 132 |
| Peak Hour Factor | | | 0.958 | 0.852 | 0.892 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 139 | 110 | 249 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 81 | 62 | 143 |
| Peak Hour Factor | | | 0.844 | 0.912 | 0.966 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Tuesday
Date: 3/12/2024

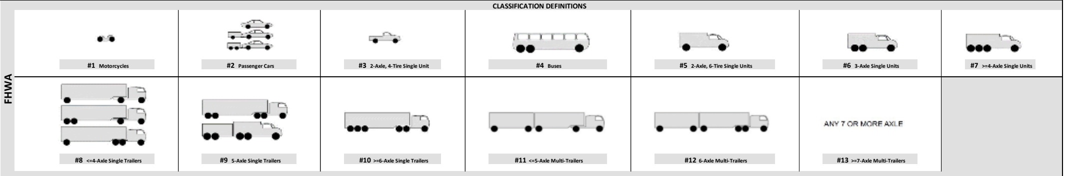
City: Manassas
Project #: VA24 260055 008

## HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 16 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 18 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 24 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:00 | 0 | 14 | 6 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 21 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 35 | 22 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 64 |
| 6:00 | 0 | 24 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 51 | 19 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 1 | 75 | 28 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 7:00 | 0 | 13 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 74 | 30 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 1 | 87 | 37 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 8:00 | 0 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 43 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 54 | 21 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 80 |
| 9:00 | 0 | 19 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 25 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 44 | 13 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 10:00 | 1 | 20 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 28 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 2 | 48 | 21 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 11:00 | 1 | 46 | 8 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 3 | 42 | 21 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 4 | 88 | 29 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 12:00 | 0 | 29 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 31 | 7 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 43 | 0 | 60 | 19 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 87 |
| 13:00 | 0 | 50 | 13 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 | 29 | 15 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 1 | 79 | 28 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 14:00 | 2 | 34 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 28 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 3 | 62 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 15:00 | 1 | 44 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 1 | 62 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 2 | 106 | 27 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 16:00 | 2 | 54 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 2 | 59 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 4 | 113 | 31 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 17:00 | 0 | 36 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 24 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 60 | 11 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 18:00 | 1 | 42 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 27 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 69 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 0 | 23 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 30 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:00 | 2 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 11 | 507 | 152 | 15 | 36 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 726 | 13 | 597 | 202 | 20 | 36 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 875 | 24 | 1,104 | 354 | 35 | 72 | 7 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1,601 |
| % of Totals | 2% | 70% | 21% | 2% | 5% | 0% | | | 0% | | | | | 100% | 1% | 68% | 23% | 2% | 4% | 0% | 0% | | 0% | | | | | 100% | 1% | 69% | 22% | 2% | 4% | 0% | 0% | | 0% | | | | | 100% |

## CLASSIFICATION DEFINITIONS

FHWA




## STATISTICS

| | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 163 | 54 | 12 | 21 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 257 | 6 | 320 | 134 | 11 | 23 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 498 | 9 | 483 | 188 | 23 | 44 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 755 |
| % | 0% | 22% | 7% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% | 1% | 37% | 15% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% | 1% | 30% | 12% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 10:45 | 11:00 | 11:15 | 10:30 | 11:30 | 3:00 | 0:00 | 0:00 | 5:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 11:00 | 6:45 | 7:00 | 7:15 | 10:45 | 3:15 | 6:00 | 0:00 | 1:15 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 | 10:45 | 6:30 | 7:00 | 7:15 | 11:00 | 3:15 | 6:00 | 0:00 | 1:15 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 2 | 46 | 11 | 3 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 65 | 3 | 74 | 30 | 3 | 7 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 112 | 4 | 91 | 37 | 5 | 12 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 139 |
| 12:00 - 24:00 | 8 | 344 | 98 | 3 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 7 | 277 | 68 | 9 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 377 | 15 | 621 | 166 | 12 | 28 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 846 |
| % | 1% | 47% | 13% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% | 1% | 32% | 8% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% | 1% | 39% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% |
| Peak Hour | 14:30 | 15:45 | 16:00 | 13:45 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 | 14:15 | 15:45 | 15:00 | 12:30 | 12:30 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 | 14:30 | 15:45 | 16:00 | 14:30 | 16:15 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 3 | 59 | 24 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 2 | 71 | 16 | 2 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 82 | 5 | 130 | 31 | 3 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 165 |
| 07:00 - 09:00 | 0 | 24 | 14 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 47 | 1 | 117 | 44 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 1 | 141 | 58 | 7 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 219 |
| % | 0% | 3% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 13% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 13 | 10 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 1 | 74 | 30 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 1 | 87 | 37 | 5 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 139 |
| 16:00 - 18:00 | 2 | 90 | 33 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 3 | 83 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 5 | 173 | 42 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| % | 0% | 12% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% | 0% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 11% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 54 | 24 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 2 | 59 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 4 | 113 | 31 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |

## 15-MINUTE BREAKDOWN

| Time | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:15 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:30 | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:45 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 15 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 6:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:45 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 20 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 26 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 29 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 | 0 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 22 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:30 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 13 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 20 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 23 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 8:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 8:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:30 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:30 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 1 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:15 | 0 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 10 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 21 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:30 | 1 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 17 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 29 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:45 | 0 | 11 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 18 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 21 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 6 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 27 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:15 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 19 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:30 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 20 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 1 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 22 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:45 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 25 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:15 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 21 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:30 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 22 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:30 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 34 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 16:45 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 21 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:15 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 11 | 507 | 152 | 15 | 36 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 726 | 13 | 597 | 202 | 20 | 36 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 875 | 24 | 1.104 | 354 | 35 | 72 | 7 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1.601 |
| % of Totals | 2% | 70% | 21% | 2% | 5% | 0% | | | 0% | | | | | 100% | 1% | 68% | 23% | 2% | 4% | 0% | 0% | | 0% | | | | | 100% | 1% | 69% | 22% | 2% | 4% | 0% | 0% | | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 726 | 875 | 1,601 | |

### 15-Minutes Interval

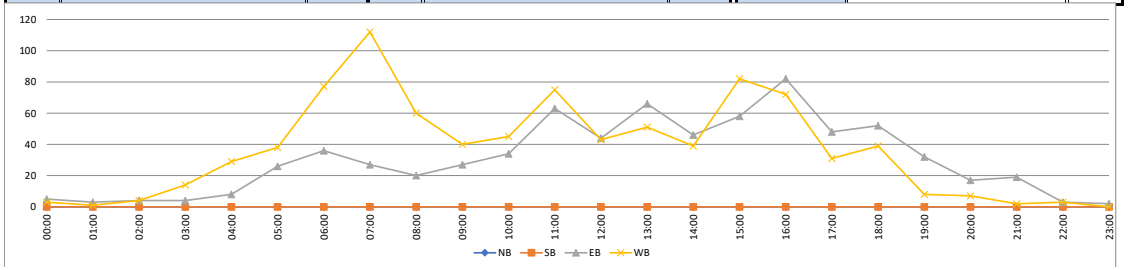
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 16 | 11 | 27 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 11 | 11 | 22 |
| 0:30 | | | 3 | 0 | 3 | 12:30 | | | 10 | 9 | 19 |
| 0:45 | | | 1 | 2 | 3 | 12:45 | | | 7 | 12 | 19 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 24 | 13 | 37 |
| 1:15 | | | 1 | 1 | 2 | 13:15 | | | 16 | 14 | 30 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 17 | 13 | 30 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 9 | 11 | 20 |
| 2:00 | | | 0 | 1 | 1 | 14:00 | | | 5 | 6 | 11 |
| 2:15 | | | 3 | 0 | 3 | 14:15 | | | 9 | 8 | 17 |
| 2:30 | | | 1 | 2 | 3 | 14:30 | | | 19 | 13 | 32 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 13 | 12 | 25 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 17 | 21 | 38 |
| 3:15 | | | 0 | 2 | 2 | 15:15 | | | 7 | 22 | 29 |
| 3:30 | | | 1 | 6 | 7 | 15:30 | | | 17 | 12 | 29 |
| 3:45 | | | 3 | 5 | 8 | 15:45 | | | 17 | 27 | 44 |
| 4:00 | | | 2 | 6 | 8 | 16:00 | | | 21 | 10 | 31 |
| 4:15 | | | 1 | 4 | 5 | 16:15 | | | 21 | 22 | 43 |
| 4:30 | | | 3 | 5 | 8 | 16:30 | | | 25 | 22 | 47 |
| 4:45 | | | 2 | 14 | 16 | 16:45 | | | 15 | 18 | 33 |
| 5:00 | | | 7 | 10 | 17 | 17:00 | | | 15 | 7 | 22 |
| 5:15 | | | 5 | 7 | 12 | 17:15 | | | 12 | 12 | 24 |
| 5:30 | | | 9 | 8 | 17 | 17:30 | | | 17 | 6 | 23 |
| 5:45 | | | 5 | 13 | 18 | 17:45 | | | 4 | 6 | 10 |
| 6:00 | | | 9 | 17 | 26 | 18:00 | | | 13 | 12 | 25 |
| 6:15 | | | 9 | 20 | 29 | 18:15 | | | 13 | 10 | 23 |
| 6:30 | | | 8 | 15 | 23 | 18:30 | | | 15 | 8 | 23 |
| 6:45 | | | 10 | 25 | 35 | 18:45 | | | 11 | 9 | 20 |
| 7:00 | | | 6 | 35 | 41 | 19:00 | | | 9 | 2 | 11 |
| 7:15 | | | 8 | 26 | 34 | 19:15 | | | 10 | 3 | 13 |
| 7:30 | | | 4 | 21 | 25 | 19:30 | | | 9 | 1 | 10 |
| 7:45 | | | 9 | 30 | 39 | 19:45 | | | 4 | 2 | 6 |
| 8:00 | | | 4 | 24 | 28 | 20:00 | | | 3 | 0 | 3 |
| 8:15 | | | 6 | 11 | 17 | 20:15 | | | 4 | 2 | 6 |
| 8:30 | | | 6 | 9 | 15 | 20:30 | | | 9 | 0 | 9 |
| 8:45 | | | 4 | 16 | 20 | 20:45 | | | 1 | 5 | 6 |
| 9:00 | | | 6 | 11 | 17 | 21:00 | | | 15 | 0 | 15 |
| 9:15 | | | 8 | 15 | 23 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 6 | 6 | 12 | 21:30 | | | 2 | 1 | 3 |
| 9:45 | | | 7 | 8 | 15 | 21:45 | | | 1 | 1 | 2 |
| 10:00 | | | 5 | 11 | 16 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 11 | 8 | 19 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 6 | 12 | 18 | 22:30 | | | 2 | 1 | 3 |
| 10:45 | | | 12 | 14 | 26 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 14 | 16 | 30 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 16 | 18 | 34 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 18 | 30 | 48 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 15 | 11 | 26 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 257 | 498 | 755 | TOTALS | 0 | 0 | 469 | 377 | 846 |
| SPLIT % | 0% | 0% | 34% | 66% | 47% | SPLIT % | 0% | 0% | 55% | 45% | 53% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 5 | 3 | 8 |
| 01:00 | 02:00 | | | 3 | 1 | 4 |
| 02:00 | 03:00 | | | 4 | 4 | 8 |
| 03:00 | 04:00 | | | 4 | 14 | 18 |
| 04:00 | 05:00 | | | 8 | 29 | 37 |
| 05:00 | 06:00 | | | 26 | 38 | 64 |
| 06:00 | 07:00 | | | 36 | 77 | 113 |
| 07:00 | 08:00 | | | 27 | 112 | 139 |
| 08:00 | 09:00 | | | 20 | 60 | 80 |
| 09:00 | 10:00 | | | 27 | 40 | 67 |
| 10:00 | 11:00 | | | 34 | 45 | 79 |
| 11:00 | 12:00 | | | 63 | 75 | 138 |
| 12:00 | 13:00 | | | 44 | 43 | 87 |
| 13:00 | 14:00 | | | 66 | 51 | 117 |
| 14:00 | 15:00 | | | 46 | 39 | 85 |
| 15:00 | 16:00 | | | 58 | 82 | 140 |
| 16:00 | 17:00 | | | 82 | 72 | 154 |
| 17:00 | 18:00 | | | 48 | 31 | 79 |
| 18:00 | 19:00 | | | 52 | 39 | 91 |
| 19:00 | 20:00 | | | 32 | 8 | 40 |
| 20:00 | 21:00 | | | 17 | 7 | 24 |
| 21:00 | 22:00 | | | 19 | 2 | 21 |
| 22:00 | 23:00 | | | 3 | 3 | 6 |
| 23:00 | 00:00 | | | 2 | 0 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 257 | 498 | 755 |
| Peak Hour | | | 11:00 | 7:00 | 7:00 |
| Peak Volume | | | 63 | 112 | 139 |
| Peak Hour Factor | | | 0.875 | 0.800 | 0.848 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 469 | 377 | 846 |
| Peak Hour | | | 15:45 | 15:00 | 15:45 |
| Peak Volume | | | 84 | 82 | 165 |
| Peak Hour Factor | | | 0.840 | 0.759 | 0.878 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 47 | 172 | 219 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 27 | 112 | 139 |
| Peak Hour Factor | | | 0.750 | 0.800 | 0.848 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 130 | 103 | 233 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 82 | 72 | 154 |
| Peak Hour Factor | | | 0.820 | 0.818 | 0.819 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Wednesday
Date: 3/13/2024

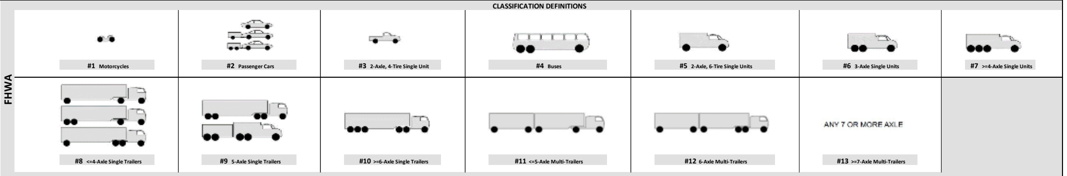
City: Manassas
Project #: VA24_260055_008

**HOURLY BREAKDOWN**

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 24 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 5:00 | 0 | 12 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 21 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 33 | 27 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 6:00 | 0 | 24 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 51 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 75 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 7:00 | 0 | 13 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 85 | 30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 98 | 32 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 8:00 | 0 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 44 | 10 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 60 | 17 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 84 |
| 9:00 | 0 | 18 | 5 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 42 | 9 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 60 | 14 | 5 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 10:00 | 0 | 25 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 37 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 62 | 24 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 11:00 | 1 | 23 | 12 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 36 | 11 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 1 | 59 | 23 | 4 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 100 |
| 12:00 | 0 | 45 | 17 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 46 | 10 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 91 | 27 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 13:00 | 0 | 49 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 1 | 37 | 10 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 86 | 22 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 14:00 | 2 | 55 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 1 | 58 | 19 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 3 | 113 | 31 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 15:00 | 1 | 64 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 2 | 46 | 8 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 3 | 110 | 24 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 143 |
| 16:00 | 0 | 54 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 47 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 1 | 101 | 23 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:00 | 2 | 41 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 1 | 41 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 3 | 82 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 18:00 | 0 | 29 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 54 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 19:00 | 1 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 8 | 545 | 153 | 12 | 38 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 762 | 8 | 666 | 190 | 18 | 40 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 931 | 16 | 1,211 | 343 | 30 | 78 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1,693 |
| % of Totals | 1% | 72% | 20% | 2% | 5% | 1% | | 0% | | | | | | 100% | 1% | 72% | 20% | 2% | 4% | 1% | | 0% | | | | | | 100% | 1% | 72% | 20% | 2% | 5% | 1% | | 0% | | | | | | 100% |

**FHWA**

CLASSIFICATION DEFINITIONS




**STATISTICS**

| | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | Total | TOT #1 | TOT #2 | TOT #3 | TOT #4 | TOT #5 | TOT #6 | TOT #7 | TOT #8 | TOT #9 | TOT #10 | TOT #11 | TOT #12 | TOT #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 144 | 50 | 7 | 22 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 231 | 2 | 348 | 121 | 9 | 19 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 505 | 4 | 492 | 171 | 16 | 41 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 736 |
| % | 0% | 19% | 7% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% | 37% | 13% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% | 0% | 29% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| Peak Hour | 3:45 | 11:45 | 11:30 | 8:45 | 10:45 | 2:30 | 0:00 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 5:00 | 6:45 | 7:00 | 8:45 | 11:45 | 2:45 | 0:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 | 3:45 | 6:45 | 5:45 | 8:45 | 10:30 | 2:45 | 0:00 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 41 | 18 | 2 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 66 | 1 | 85 | 30 | 3 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 | 1 | 99 | 36 | 5 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 137 |
| 12:00 - 24:00 | 6 | 401 | 103 | 5 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 | 6 | 318 | 69 | 9 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 426 | 12 | 719 | 172 | 14 | 37 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 957 |
| % | 1% | 53% | 14% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% | 1% | 34% | 7% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 46% | 1% | 42% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 57% |
| Peak Hour | 14:00 | 15:00 | 12:00 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 | 14:15 | 13:30 | 13:45 | 13:45 | 12:00 | 12:15 | 12:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 14:15 | 13:30 | 13:45 | 16:30 | 12:00 | 12:15 | 12:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 2 | 64 | 17 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 2 | 68 | 20 | 3 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 4 | 122 | 33 | 5 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 164 |
| 07:00 - 09:00 | 0 | 29 | 9 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 129 | 40 | 1 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 177 | 1 | 158 | 49 | 2 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 221 |
| % | 0% | 4% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 14% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% | 0% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 16 | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 85 | 30 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 | 1 | 98 | 32 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 16:00 - 18:00 | 2 | 95 | 24 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 2 | 88 | 10 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 4 | 183 | 34 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| % | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 9% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 17:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 54 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 47 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 3 | 101 | 23 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |

**15-MINUTE BREAKDOWN**

| Time | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | Total | TOT #1 | TOT #2 | TOT #3 | TOT #4 | TOT #5 | TOT #6 | TOT #7 | TOT #8 | TOT #9 | TOT #10 | TOT #11 | TOT #12 | TOT #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:45 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 6 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 9 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 17 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:00 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 23 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 28 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:30 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 24 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 23 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 3 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 15 | 5 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:30 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 20 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:15 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:30 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 14 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:45 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 18 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 10 | 5 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 14 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:30 | 0 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:45 | 1 | 10 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 20 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 12:00 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 26 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:15 | 0 | 10 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 21 | 4 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:30 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 21 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:15 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 21 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 14 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 33 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 14:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 15 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 30 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:15 | 1 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 38 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 14:30 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 17 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:45 | 1 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 28 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 37 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 15:15 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 16 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 28 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:30 | 1 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 24 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:45 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 14 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 32 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:15 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:30 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 24 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:45 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 23 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 1 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 25 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 8 | 545 | 153 | 12 | 38 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 762 | 8 | 666 | 190 | 18 | 40 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 931 | 16 | 1,211 | 343 | 30 | 78 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1,693 |
| % of Totals | 1% | 72% | 20% | 2% | 5% | 1% | | 0% | | | | | | 100% | 1% | 72% | 20% | 2% | 4% | 1% | | 0% | | | | | | 100% | 1% | 72% | 20% | 2% | 5% | 1% | | 0% | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 762 | 931 | 1,693 |

DAILY TOTALS

### 15-Minutes Interval

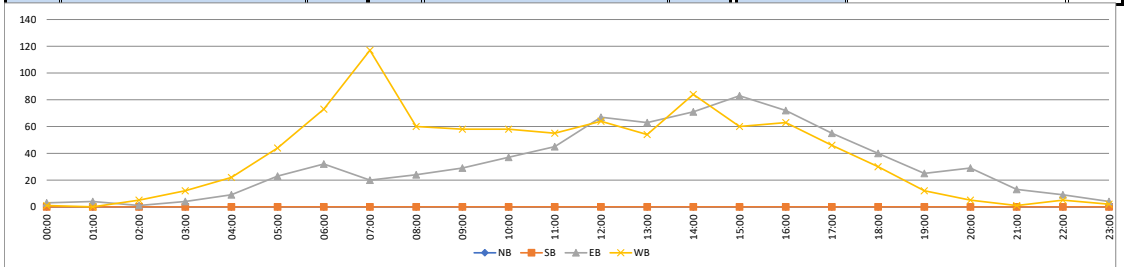
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 21 | 20 | 41 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 16 | 18 | 34 |
| 0:30 | | | 2 | 0 | 2 | 12:30 | | | 11 | 15 | 26 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 19 | 11 | 30 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 18 | 10 | 28 |
| 1:15 | | | 2 | 0 | 2 | 13:15 | | | 12 | 5 | 17 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 11 | 20 | 31 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 22 | 19 | 41 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 19 | 24 | 43 |
| 2:15 | | | 0 | 2 | 2 | 14:15 | | | 18 | 31 | 49 |
| 2:30 | | | 0 | 2 | 2 | 14:30 | | | 18 | 12 | 30 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 16 | 17 | 33 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 29 | 20 | 49 |
| 3:15 | | | 2 | 1 | 3 | 15:15 | | | 17 | 22 | 39 |
| 3:30 | | | 1 | 4 | 5 | 15:30 | | | 16 | 13 | 29 |
| 3:45 | | | 1 | 6 | 7 | 15:45 | | | 21 | 5 | 26 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 24 | 20 | 44 |
| 4:15 | | | 2 | 6 | 8 | 16:15 | | | 17 | 13 | 30 |
| 4:30 | | | 1 | 9 | 10 | 16:30 | | | 18 | 13 | 31 |
| 4:45 | | | 6 | 6 | 12 | 16:45 | | | 13 | 17 | 30 |
| 5:00 | | | 3 | 11 | 14 | 17:00 | | | 17 | 13 | 30 |
| 5:15 | | | 5 | 4 | 9 | 17:15 | | | 14 | 11 | 25 |
| 5:30 | | | 7 | 10 | 17 | 17:30 | | | 7 | 7 | 14 |
| 5:45 | | | 8 | 19 | 27 | 17:45 | | | 17 | 15 | 32 |
| 6:00 | | | 10 | 15 | 25 | 18:00 | | | 17 | 7 | 24 |
| 6:15 | | | 10 | 14 | 24 | 18:15 | | | 1 | 9 | 10 |
| 6:30 | | | 5 | 20 | 25 | 18:30 | | | 15 | 6 | 21 |
| 6:45 | | | 7 | 24 | 31 | 18:45 | | | 7 | 8 | 15 |
| 7:00 | | | 5 | 26 | 31 | 19:00 | | | 14 | 5 | 19 |
| 7:15 | | | 4 | 37 | 41 | 19:15 | | | 1 | 4 | 5 |
| 7:30 | | | 6 | 25 | 31 | 19:30 | | | 5 | 1 | 6 |
| 7:45 | | | 5 | 29 | 34 | 19:45 | | | 5 | 2 | 7 |
| 8:00 | | | 7 | 14 | 21 | 20:00 | | | 14 | 0 | 14 |
| 8:15 | | | 4 | 19 | 23 | 20:15 | | | 5 | 0 | 5 |
| 8:30 | | | 8 | 12 | 20 | 20:30 | | | 5 | 4 | 9 |
| 8:45 | | | 5 | 15 | 20 | 20:45 | | | 5 | 1 | 6 |
| 9:00 | | | 11 | 14 | 25 | 21:00 | | | 7 | 0 | 7 |
| 9:15 | | | 6 | 13 | 19 | 21:15 | | | 3 | 0 | 3 |
| 9:30 | | | 4 | 12 | 16 | 21:30 | | | 3 | 0 | 3 |
| 9:45 | | | 8 | 19 | 27 | 21:45 | | | 0 | 1 | 1 |
| 10:00 | | | 12 | 12 | 24 | 22:00 | | | 3 | 0 | 3 |
| 10:15 | | | 8 | 14 | 22 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 7 | 17 | 24 | 22:30 | | | 4 | 1 | 5 |
| 10:45 | | | 10 | 15 | 25 | 22:45 | | | 2 | 2 | 4 |
| 11:00 | | | 9 | 12 | 21 | 23:00 | | | 1 | 1 | 2 |
| 11:15 | | | 9 | 15 | 24 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 9 | 13 | 22 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 18 | 15 | 33 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 231 | 505 | 736 | TOTALS | 0 | 0 | 531 | 426 | 957 |
| SPLIT % | 0% | 0% | 31% | 69% | 43% | SPLIT % | 0% | 0% | 55% | 45% | 57% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 1 | 4 |
| 01:00 | 02:00 | | | 4 | 0 | 4 |
| 02:00 | 03:00 | | | 1 | 5 | 6 |
| 03:00 | 04:00 | | | 4 | 12 | 16 |
| 04:00 | 05:00 | | | 9 | 22 | 31 |
| 05:00 | 06:00 | | | 23 | 44 | 67 |
| 06:00 | 07:00 | | | 32 | 73 | 105 |
| 07:00 | 08:00 | | | 20 | 117 | 137 |
| 08:00 | 09:00 | | | 24 | 60 | 84 |
| 09:00 | 10:00 | | | 29 | 58 | 87 |
| 10:00 | 11:00 | | | 37 | 58 | 95 |
| 11:00 | 12:00 | | | 45 | 55 | 100 |
| 12:00 | 13:00 | | | 67 | 64 | 131 |
| 13:00 | 14:00 | | | 63 | 54 | 117 |
| 14:00 | 15:00 | | | 71 | 84 | 155 |
| 15:00 | 16:00 | | | 83 | 60 | 143 |
| 16:00 | 17:00 | | | 72 | 63 | 135 |
| 17:00 | 18:00 | | | 55 | 46 | 101 |
| 18:00 | 19:00 | | | 40 | 30 | 70 |
| 19:00 | 20:00 | | | 25 | 12 | 37 |
| 20:00 | 21:00 | | | 29 | 5 | 34 |
| 21:00 | 22:00 | | | 13 | 1 | 14 |
| 22:00 | 23:00 | | | 9 | 5 | 14 |
| 23:00 | 00:00 | | | 4 | 2 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 231 | 505 | 736 |
| Peak Hour | | | 11:00 | 7:00 | 7:00 |
| Peak Volume | | | 45 | 117 | 137 |
| Peak Hour Factor | | | 0.625 | 0.791 | 0.835 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 531 | 426 | 957 |
| Peak Hour | | | 15:00 | 13:30 | 13:30 |
| Peak Volume | | | 83 | 94 | 164 |
| Peak Hour Factor | | | 0.716 | 0.758 | 0.837 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 44 | 177 | 221 |
| Peak Hour | | | 7:45 | 7:00 | 7:00 |
| Peak Volume | | | 24 | 117 | 137 |
| Peak Hour Factor | | | 0.750 | 0.791 | 0.835 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 127 | 109 | 236 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 72 | 63 | 135 |
| Peak Hour Factor | | | 0.750 | 0.788 | 0.767 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Thursday
Date: 3/14/2024

City: Manassas
Project #: VA24 260055 008

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 28 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:00 | 1 | 16 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 17 | 6 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:00 | 0 | 22 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 0 | 22 | 7 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 32 | 8 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:00 | 1 | 28 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 1 | 41 | 10 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 3 | 45 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 15:00 | 0 | 51 | 18 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:00 | 3 | 64 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 17:00 | 1 | 43 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 0 | 39 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:00 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 11 | 532 | 140 | 11 | 28 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 732 |
| % of Totals | 2% | 73% | 19% | 2% | 4% | 1% | | 0% | | | | | | 100% |

WESTBOUND

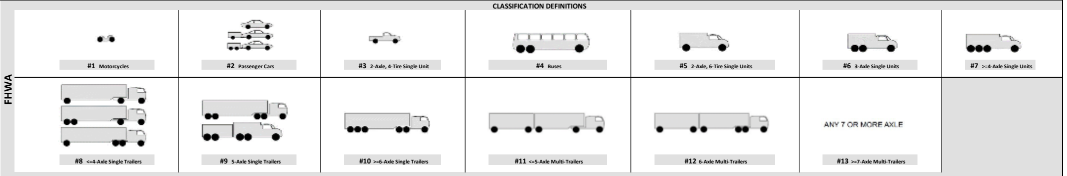
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 4:00 | 0 | 16 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:00 | 0 | 31 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 6:00 | 2 | 58 | 37 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 7:00 | 1 | 81 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 8:00 | 0 | 48 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 9:00 | 1 | 33 | 12 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 34 | 11 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:00 | 0 | 62 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 12:00 | 0 | 37 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:00 | 1 | 37 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 3 | 34 | 12 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 15:00 | 2 | 50 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 64 |
| 16:00 | 1 | 53 | 6 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 17:00 | 3 | 21 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 18:00 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 14 | 661 | 183 | 24 | 30 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 921 |
| % of Totals | 2% | 72% | 20% | 3% | 3% | 1% | 0% | | 0% | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 14 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 4:00 | 0 | 22 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 5:00 | 0 | 41 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 6:00 | 2 | 86 | 47 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 7:00 | 2 | 97 | 27 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 8:00 | 0 | 65 | 23 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 |
| 9:00 | 1 | 55 | 17 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 81 |
| 10:00 | 0 | 56 | 18 | 4 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 89 |
| 11:00 | 0 | 94 | 16 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 12:00 | 1 | 65 | 23 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 13:00 | 2 | 78 | 19 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 106 |
| 14:00 | 6 | 79 | 26 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 15:00 | 2 | 101 | 28 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 137 |
| 16:00 | 4 | 117 | 16 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 17:00 | 4 | 64 | 11 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 18:00 | 0 | 68 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 19:00 | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 25 | 1,193 | 323 | 35 | 58 | 13 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 1,653 |
| % of Totals | 2% | 72% | 20% | 2% | 4% | 1% | 0% | 0% | 0% | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 161 | 52 | 5 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 244 |
| % | 0% | 22% | 7% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| Peak Hour | 6:45 | 11:15 | 6:00 | 11:00 | 11:00 | 10:00 | 0:00 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 35 | 10 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 - 24:00 | 10 | 371 | 88 | 6 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 488 |
| % | 1% | 51% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 67% |
| Peak Hour | 13:30 | 15:45 | 14:15 | 12:45 | 16:45 | 14:45 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 3 | 65 | 20 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 81 |
| 07:00 - 09:00 | 1 | 33 | 13 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| % | 0% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:30 | 7:15 | 7:00 | 7:15 | 7:15 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 18 | 8 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 - 18:00 | 4 | 107 | 18 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| % | 1% | 15% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 64 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 377 | 125 | 10 | 19 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 541 |
| % | 0% | 41% | 14% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 6:00 | 7:00 | 6:00 | 9:45 | 6:00 | 9:45 | 0:00 | 0:00 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 6:45 |
| Peak Volume | 2 | 81 | 37 | 4 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 106 |
| 12:00 - 24:00 | 10 | 284 | 58 | 14 | 11 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 380 |
| % | 1% | 31% | 6% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% |
| Peak Hour | 16:30 | 15:45 | 13:15 | 16:15 | 14:30 | 13:45 | 15:15 | 12:00 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 4 | 54 | 13 | 5 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 71 |
| 07:00 - 09:00 | 1 | 129 | 37 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| % | 0% | 14% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 7:00 | 7:00 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 81 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 16:00 - 18:00 | 4 | 74 | 9 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| % | 0% | 8% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:30 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 4 | 53 | 8 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 538 | 177 | 15 | 36 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 785 |
| % | 0% | 33% | 11% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 6:45 | 6:45 | 6:00 | 11:00 | 7:15 | 10:00 | 0:00 | 8:00 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| Peak Volume | 3 | 97 | 47 | 6 | 7 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 144 |
| 12:00 - 24:00 | 20 | 655 | 146 | 20 | 22 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 868 |
| % | 1% | 40% | 9% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% |
| Peak Hour | 13:45 | 15:45 | 14:30 | 16:15 | 16:45 | 13:45 | 15:15 | 12:15 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 6 | 119 | 32 | 6 | 6 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 150 |
| 07:00 - 09:00 | 2 | 162 | 50 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 225 |
| % | 0% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:15 | 7:45 | 7:15 | 7:15 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 2 | 97 | 31 | 1 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 132 |
| 16:00 - 18:00 | 8 | 181 | 27 | 6 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| % | 0% | 11% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:45 | 16:00 | 16:15 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 5 | 117 | 19 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 6 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 13 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 1 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:30 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:15 | 1 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 14 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:30 | 0 | 12 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 2 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:15 | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:45 | 0 | 8 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 1 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 11 | 532 | 140 | 11 | 28 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 732 |
| % of Totals | 2% | 73% | 19% | 2% | 4% | 1% | | 0% | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:45 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 1 | 13 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:15 | 0 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:30 | 0 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 | 1 | 18 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:00 | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:15 | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:30 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:45 | 0 | 21 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:00 | 0 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:15 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 7 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 10 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 17 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 1 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 1 | 6 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 1 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:15 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 0 | 18 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 14 | 661 | 183 | 24 | 30 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 921 |
| % of Totals | 2% | 72% | 20% | 3% | 3% | 1% | 0% | | 0% | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 12 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:45 | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 1 | 19 | 13 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:15 | 0 | 17 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:30 | 0 | 25 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:45 | 1 | 25 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:15 | 1 | 15 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 1 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:45 | 0 | 25 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:00 | 0 | 18 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:30 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 1 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:15 | 0 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:45 | 0 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 14 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:15 | 0 | 14 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:30 | 0 | 16 | 7 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:45 | 0 | 12 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 | 0 | 27 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:30 | 0 | 24 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:45 | 0 | 23 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 19 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 0 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 1 | 19 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 1 | 15 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 1 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:30 | 0 | 22 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 3 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:15 | 2 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:30 | 1 | 21 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:45 | 0 | 24 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 1 | 31 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:15 | 0 | 29 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 15:30 | 0 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:45 | 1 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 | 2 | 31 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:15 | 1 | 27 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:30 | 0 | 39 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 16:45 | 1 | 20 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 27 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 3 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 1 | 9 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:45 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 25 | 1.193 | 323 | 35 | 58 | 13 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 1.653 |
| % of Totals | 2% | 72% | 20% | 2% | 4% | 1% | 0% | 0% | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 732 | 921 | 1,653 | |

### 15-Minutes Interval

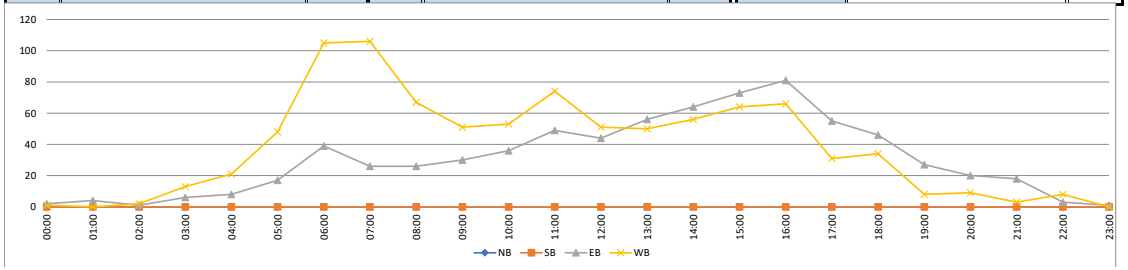
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 12 | 12 | 24 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 11 | 16 | 27 |
| 0:30 | | | 2 | 1 | 3 | 12:30 | | | 4 | 11 | 15 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 17 | 12 | 29 |
| 1:00 | | | 4 | 0 | 4 | 13:00 | | | 9 | 12 | 21 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 18 | 10 | 28 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 14 | 17 | 31 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 15 | 11 | 26 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 13 | 17 | 30 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 16 | 8 | 24 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 20 | 15 | 35 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 15 | 16 | 31 |
| 3:00 | | | 0 | 2 | 2 | 15:00 | | | 25 | 22 | 47 |
| 3:15 | | | 1 | 1 | 2 | 15:15 | | | 19 | 18 | 37 |
| 3:30 | | | 3 | 3 | 6 | 15:30 | | | 17 | 7 | 24 |
| 3:45 | | | 2 | 7 | 9 | 15:45 | | | 12 | 17 | 29 |
| 4:00 | | | 2 | 3 | 5 | 16:00 | | | 25 | 11 | 36 |
| 4:15 | | | 0 | 5 | 5 | 16:15 | | | 21 | 14 | 35 |
| 4:30 | | | 3 | 4 | 7 | 16:30 | | | 22 | 25 | 47 |
| 4:45 | | | 3 | 9 | 12 | 16:45 | | | 13 | 16 | 29 |
| 5:00 | | | 4 | 8 | 12 | 17:00 | | | 22 | 12 | 34 |
| 5:15 | | | 3 | 6 | 9 | 17:15 | | | 10 | 12 | 22 |
| 5:30 | | | 7 | 14 | 21 | 17:30 | | | 14 | 3 | 17 |
| 5:45 | | | 3 | 20 | 23 | 17:45 | | | 9 | 4 | 13 |
| 6:00 | | | 9 | 28 | 37 | 18:00 | | | 13 | 11 | 24 |
| 6:15 | | | 7 | 21 | 28 | 18:15 | | | 9 | 9 | 18 |
| 6:30 | | | 12 | 25 | 37 | 18:30 | | | 16 | 8 | 24 |
| 6:45 | | | 11 | 31 | 42 | 18:45 | | | 8 | 6 | 14 |
| 7:00 | | | 6 | 28 | 34 | 19:00 | | | 12 | 3 | 15 |
| 7:15 | | | 4 | 21 | 25 | 19:15 | | | 6 | 3 | 9 |
| 7:30 | | | 9 | 26 | 35 | 19:30 | | | 9 | 1 | 10 |
| 7:45 | | | 7 | 31 | 38 | 19:45 | | | 0 | 1 | 1 |
| 8:00 | | | 7 | 23 | 30 | 20:00 | | | 1 | 1 | 2 |
| 8:15 | | | 5 | 17 | 22 | 20:15 | | | 4 | 4 | 8 |
| 8:30 | | | 5 | 9 | 14 | 20:30 | | | 10 | 3 | 13 |
| 8:45 | | | 9 | 18 | 27 | 20:45 | | | 5 | 1 | 6 |
| 9:00 | | | 10 | 16 | 26 | 21:00 | | | 5 | 0 | 5 |
| 9:15 | | | 8 | 17 | 25 | 21:15 | | | 7 | 2 | 9 |
| 9:30 | | | 8 | 7 | 15 | 21:30 | | | 3 | 1 | 4 |
| 9:45 | | | 4 | 11 | 15 | 21:45 | | | 3 | 0 | 3 |
| 10:00 | | | 6 | 16 | 22 | 22:00 | | | 1 | 2 | 3 |
| 10:15 | | | 9 | 12 | 21 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 12 | 16 | 28 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 9 | 9 | 18 | 22:45 | | | 1 | 4 | 5 |
| 11:00 | | | 8 | 17 | 25 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 20 | 17 | 37 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 12 | 19 | 31 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 9 | 21 | 30 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 244 | 541 | 785 | TOTALS | 0 | 0 | 488 | 380 | 868 |
| SPLIT % | 0% | 0% | 31% | 69% | 47% | SPLIT % | 0% | 0% | 56% | 44% | 53% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 1 | 3 |
| 01:00 | 02:00 | | | 4 | 0 | 4 |
| 02:00 | 03:00 | | | 1 | 2 | 3 |
| 03:00 | 04:00 | | | 6 | 13 | 19 |
| 04:00 | 05:00 | | | 8 | 21 | 29 |
| 05:00 | 06:00 | | | 17 | 48 | 65 |
| 06:00 | 07:00 | | | 39 | 105 | 144 |
| 07:00 | 08:00 | | | 26 | 106 | 132 |
| 08:00 | 09:00 | | | 26 | 67 | 93 |
| 09:00 | 10:00 | | | 30 | 51 | 81 |
| 10:00 | 11:00 | | | 36 | 53 | 89 |
| 11:00 | 12:00 | | | 49 | 74 | 123 |
| 12:00 | 13:00 | | | 44 | 51 | 95 |
| 13:00 | 14:00 | | | 56 | 50 | 106 |
| 14:00 | 15:00 | | | 64 | 56 | 120 |
| 15:00 | 16:00 | | | 73 | 64 | 137 |
| 16:00 | 17:00 | | | 81 | 66 | 147 |
| 17:00 | 18:00 | | | 55 | 31 | 86 |
| 18:00 | 19:00 | | | 46 | 34 | 80 |
| 19:00 | 20:00 | | | 27 | 8 | 35 |
| 20:00 | 21:00 | | | 20 | 9 | 29 |
| 21:00 | 22:00 | | | 18 | 3 | 21 |
| 22:00 | 23:00 | | | 3 | 8 | 11 |
| 23:00 | 00:00 | | | 1 | 0 | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 244 | 541 | 785 |
| Peak Hour | | | 10:30 | 6:45 | 6:00 |
| Peak Volume | | | 49 | 106 | 144 |
| Peak Hour Factor | | | 0.613 | 0.855 | 0.857 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 488 | 380 | 868 |
| Peak Hour | | | 16:00 | 14:30 | 14:30 |
| Peak Volume | | | 81 | 71 | 150 |
| Peak Hour Factor | | | 0.810 | 0.807 | 0.798 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 52 | 173 | 225 |
| Peak Hour | | | 7:30 | 7:00 | 7:00 |
| Peak Volume | | | 28 | 106 | 132 |
| Peak Hour Factor | | | 0.778 | 0.855 | 0.868 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 136 | 97 | 233 |
| Peak Hour | | | 16:00 | 16:15 | 16:00 |
| Peak Volume | | | 81 | 67 | 147 |
| Peak Hour Factor | | | 0.810 | 0.670 | 0.782 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Friday
Date: 3/15/2024

City: Manassas
Project #: VA24 260055 008

## HOURLY BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 10 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 20 | 7 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 7:00 | 0 | 14 | 14 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 16 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 0 | 17 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 30 | 7 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:00 | 1 | 37 | 15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:00 | 0 | 28 | 6 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 1 | 46 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 14:00 | 2 | 42 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 15:00 | 0 | 44 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 16:00 | 0 | 39 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 17:00 | 0 | 23 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:00 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 19:00 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 4 | 439 | 142 | 10 | 35 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 639 |
| % of Totals | 1% | 69% | 22% | 2% | 5% | 1% | | | 1% | | | | | 100% |

### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 21 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 5:00 | 1 | 26 | 11 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 41 |
| 6:00 | 1 | 51 | 28 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 89 |
| 7:00 | 0 | 62 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 8:00 | 0 | 31 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:00 | 0 | 32 | 10 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 34 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 11:00 | 1 | 36 | 17 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 12:00 | 0 | 37 | 9 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 0 | 32 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:00 | 0 | 33 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 15:00 | 1 | 40 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 16:00 | 0 | 28 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:00 | 0 | 23 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 5 | 532 | 172 | 19 | 36 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 775 |
| % of Totals | 1% | 69% | 22% | 2% | 5% | 1% | 0% | | 0% | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 | 0 | 27 | 8 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 5:00 | 1 | 36 | 16 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 62 |
| 6:00 | 1 | 71 | 35 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 119 |
| 7:00 | 0 | 76 | 30 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 114 |
| 8:00 | 0 | 47 | 17 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 9:00 | 0 | 49 | 16 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 10:00 | 0 | 64 | 17 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 11:00 | 2 | 73 | 32 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 12:00 | 0 | 65 | 15 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 88 |
| 13:00 | 1 | 78 | 23 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 14:00 | 2 | 75 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 15:00 | 1 | 84 | 26 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 16:00 | 0 | 67 | 20 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 17:00 | 0 | 46 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 18:00 | 1 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 19:00 | 0 | 24 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 20:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 9 | 971 | 314 | 29 | 71 | 12 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 1,414 |
| % of Totals | 1% | 69% | 22% | 2% | 5% | 1% | 0% | | 0% | | | | | 100% |

## FHWA — CLASSIFICATION DEFINITIONS


#1 Motorcycles

#2 Passenger Cars

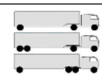
#3 2-Axle, 4-Tire Single Unit

#4 Buses

#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units


#8 <=4-Axle Single Trailers

#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE
#13 >=7-Axle Multi-Trailers

## STATISTICS

### EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 163 | 63 | 5 | 21 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 261 |
| % | 0% | 26% | 10% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% |
| Peak Hour | 10:45 | 10:45 | 11:30 | 9:45 | 5:15 | 3:45 | 0:00 | 0:00 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 1 | 40 | 17 | 2 | 6 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 56 |
| 12:00 - 24:00 | 3 | 276 | 79 | 5 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 378 |
| % | 0% | 43% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 13:15 | 14:15 | 15:30 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:30 |
| Peak Volume | 3 | 49 | 20 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 69 |
| 07:00 - 09:00 | 0 | 30 | 19 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 56 |
| % | 0% | 5% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:45 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 16 | 14 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 33 |
| 16:00 - 18:00 | 0 | 62 | 17 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| % | 0% | 10% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 39 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |

### WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 306 | 116 | 12 | 25 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 470 |
| % | 0% | 39% | 15% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 61% |
| Peak Hour | 5:15 | 6:45 | 6:00 | 10:00 | 6:00 | 3:30 | 10:45 | 0:00 | 5:45 | 0:00 | 0:00 | 0:00 | 0:00 | 6:45 |
| Peak Volume | 2 | 68 | 28 | 5 | 8 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 94 |
| 12:00 - 24:00 | 2 | 226 | 56 | 7 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 305 |
| % | 0% | 29% | 7% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 39% |
| Peak Hour | 14:15 | 13:30 | 13:00 | 12:00 | 12:30 | 14:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 |
| Peak Volume | 1 | 41 | 15 | 2 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| 07:00 - 09:00 | 0 | 93 | 28 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| % | 0% | 12% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 62 | 16 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 16:00 - 18:00 | 0 | 51 | 8 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| % | 0% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 31 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |

### TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 469 | 179 | 17 | 46 | 10 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 731 |
| % | 0% | 33% | 13% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 5:15 | 6:45 | 6:00 | 10:00 | 5:30 | 3:45 | 10:45 | 0:00 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 6:45 |
| Peak Volume | 2 | 81 | 35 | 7 | 11 | 5 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 123 |
| 12:00 - 24:00 | 5 | 502 | 135 | 12 | 25 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 683 |
| % | 0% | 36% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 13:15 | 14:15 | 14:30 | 12:00 | 13:00 | 14:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 3 | 84 | 28 | 4 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 118 |
| 07:00 - 09:00 | 0 | 123 | 47 | 2 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 183 |
| % | 0% | 9% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 76 | 30 | 2 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 114 |
| 16:00 - 18:00 | 0 | 113 | 25 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| % | 0% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 67 | 20 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |

## 15-MINUTE BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 3 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 1 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 4 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 12:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:30 | 1 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 439 | 142 | 10 | 35 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 639 |
| % of Totals | 1% | 69% | 22% | 2% | 5% | 1% | | | 1% | | | | | 100% |

### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:45 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 1 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:15 | 0 | 12 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:30 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 6:45 | 0 | 20 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:00 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:15 | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:30 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:45 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:00 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 | 0 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:30 | 0 | 12 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:45 | 0 | 6 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 8 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:30 | 0 | 7 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 1 | 11 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 12:15 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 11 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 1 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:45 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 5 | 532 | 172 | 19 | 36 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 775 |
| % of Totals | 1% | 69% | 22% | 2% | 5% | 1% | 0% | | 0% | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:30 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 5:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 11 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:45 | 1 | 8 | 7 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 1 | 17 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:15 | 0 | 17 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:30 | 0 | 13 | 7 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 6:45 | 0 | 24 | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 7:00 | 0 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 7:15 | 0 | 18 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 7:30 | 0 | 18 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:45 | 0 | 19 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:00 | 0 | 10 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 21 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:30 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 8 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:30 | 0 | 16 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 17 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:15 | 0 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:30 | 0 | 11 | 6 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:45 | 0 | 16 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:15 | 0 | 17 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:30 | 1 | 21 | 10 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:45 | 1 | 15 | 10 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 17 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:30 | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 24 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:15 | 0 | 13 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 1 | 23 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:45 | 0 | 18 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 2 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 0 | 24 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 0 | 18 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 1 | 26 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:15 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 0 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 0 | 19 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 | 0 | 24 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 12 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | 0 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 9 | 971 | 314 | 29 | 71 | 12 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 1,414 |
| % of Totals | 1% | 69% | 22% | 2% | 5% | 1% | 0% | | 0% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 639 | 775 | 1,414 |

DAILY TOTALS

### 15-Minutes Interval

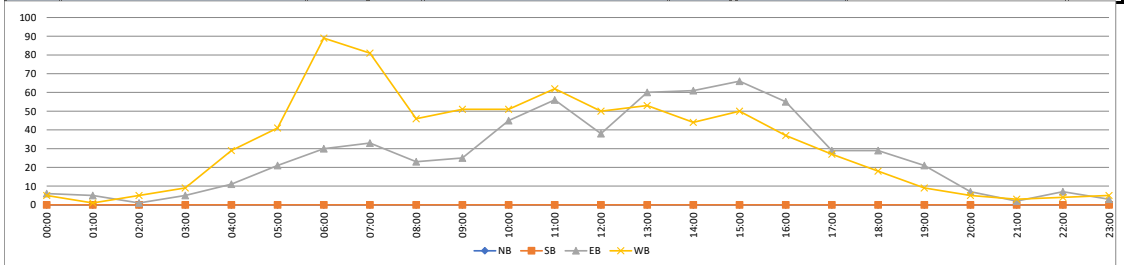
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 11 | 15 | 26 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 12 | 13 | 25 |
| 0:30 | | | 3 | 3 | 6 | 12:30 | | | 9 | 14 | 23 |
| 0:45 | | | 3 | 1 | 4 | 12:45 | | | 6 | 8 | 14 |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 20 | 18 | 38 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 9 | 11 | 20 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 16 | 13 | 29 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 15 | 11 | 26 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 11 | 12 | 23 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 15 | 15 | 30 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 17 | 9 | 26 |
| 2:45 | | | 0 | 3 | 3 | 14:45 | | | 18 | 8 | 26 |
| 3:00 | | | 2 | 2 | 4 | 15:00 | | | 17 | 19 | 36 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 13 | 12 | 25 |
| 3:30 | | | 2 | 3 | 5 | 15:30 | | | 16 | 10 | 26 |
| 3:45 | | | 1 | 4 | 5 | 15:45 | | | 20 | 9 | 29 |
| 4:00 | | | 1 | 3 | 4 | 16:00 | | | 19 | 12 | 31 |
| 4:15 | | | 2 | 6 | 8 | 16:15 | | | 14 | 6 | 20 |
| 4:30 | | | 3 | 5 | 8 | 16:30 | | | 13 | 12 | 25 |
| 4:45 | | | 5 | 15 | 20 | 16:45 | | | 9 | 7 | 16 |
| 5:00 | | | 2 | 12 | 14 | 17:00 | | | 8 | 12 | 20 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 11 | 2 | 13 |
| 5:30 | | | 8 | 13 | 21 | 17:30 | | | 6 | 7 | 13 |
| 5:45 | | | 8 | 13 | 21 | 17:45 | | | 4 | 6 | 10 |
| 6:00 | | | 10 | 22 | 32 | 18:00 | | | 8 | 7 | 15 |
| 6:15 | | | 6 | 20 | 26 | 18:15 | | | 7 | 3 | 10 |
| 6:30 | | | 8 | 16 | 24 | 18:30 | | | 11 | 7 | 18 |
| 6:45 | | | 6 | 31 | 37 | 18:45 | | | 3 | 1 | 4 |
| 7:00 | | | 10 | 20 | 30 | 19:00 | | | 5 | 5 | 10 |
| 7:15 | | | 7 | 22 | 29 | 19:15 | | | 6 | 3 | 9 |
| 7:30 | | | 6 | 21 | 27 | 19:30 | | | 3 | 1 | 4 |
| 7:45 | | | 10 | 18 | 28 | 19:45 | | | 7 | 0 | 7 |
| 8:00 | | | 3 | 13 | 16 | 20:00 | | | 1 | 0 | 1 |
| 8:15 | | | 8 | 18 | 26 | 20:15 | | | 4 | 2 | 6 |
| 8:30 | | | 6 | 6 | 12 | 20:30 | | | 1 | 2 | 3 |
| 8:45 | | | 6 | 9 | 15 | 20:45 | | | 1 | 1 | 2 |
| 9:00 | | | 8 | 8 | 16 | 21:00 | | | 0 | 1 | 1 |
| 9:15 | | | 5 | 14 | 19 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 5 | 18 | 23 | 21:30 | | | 1 | 0 | 1 |
| 9:45 | | | 7 | 11 | 18 | 21:45 | | | 1 | 1 | 2 |
| 10:00 | | | 14 | 10 | 24 | 22:00 | | | 3 | 2 | 5 |
| 10:15 | | | 13 | 12 | 25 | 22:15 | | | 3 | 2 | 5 |
| 10:30 | | | 8 | 16 | 24 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 10 | 13 | 23 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 13 | 14 | 27 | 23:00 | | | 2 | 0 | 2 |
| 11:15 | | | 11 | 14 | 25 | 23:15 | | | 0 | 2 | 2 |
| 11:30 | | | 20 | 16 | 36 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 12 | 18 | 30 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 261 | 470 | 731 | TOTALS | 0 | 0 | 378 | 305 | 683 |
| SPLIT % | 0% | 0% | 36% | 64% | 52% | SPLIT % | 0% | 0% | 55% | 45% | 48% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 6 | 5 | 11 |
| 01:00 | 02:00 | | | 5 | 1 | 6 |
| 02:00 | 03:00 | | | 1 | 5 | 6 |
| 03:00 | 04:00 | | | 5 | 9 | 14 |
| 04:00 | 05:00 | | | 11 | 29 | 40 |
| 05:00 | 06:00 | | | 21 | 41 | 62 |
| 06:00 | 07:00 | | | 30 | 89 | 119 |
| 07:00 | 08:00 | | | 33 | 81 | 114 |
| 08:00 | 09:00 | | | 23 | 46 | 69 |
| 09:00 | 10:00 | | | 25 | 51 | 76 |
| 10:00 | 11:00 | | | 45 | 51 | 96 |
| 11:00 | 12:00 | | | 56 | 62 | 118 |
| 12:00 | 13:00 | | | 38 | 50 | 88 |
| 13:00 | 14:00 | | | 60 | 53 | 113 |
| 14:00 | 15:00 | | | 61 | 44 | 105 |
| 15:00 | 16:00 | | | 66 | 50 | 116 |
| 16:00 | 17:00 | | | 55 | 37 | 92 |
| 17:00 | 18:00 | | | 29 | 27 | 56 |
| 18:00 | 19:00 | | | 29 | 18 | 47 |
| 19:00 | 20:00 | | | 21 | 9 | 30 |
| 20:00 | 21:00 | | | 7 | 5 | 12 |
| 21:00 | 22:00 | | | 2 | 3 | 5 |
| 22:00 | 23:00 | | | 7 | 4 | 11 |
| 23:00 | 00:00 | | | 3 | 5 | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 261 | 470 | 731 |
| Peak Hour | | | 11:00 | 6:45 | 6:45 |
| Peak Volume | | | 56 | 94 | 123 |
| Peak Hour Factor | | | 0.700 | 0.758 | 0.831 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 378 | 305 | 683 |
| Peak Hour | | | 15:30 | 12:15 | 14:15 |
| Peak Volume | | | 69 | 53 | 118 |
| Peak Hour Factor | | | 0.863 | 0.736 | 0.819 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 56 | 127 | 183 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 33 | 81 | 114 |
| Peak Hour Factor | | | 0.825 | 0.920 | 0.950 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 84 | 64 | 148 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 55 | 37 | 92 |
| Peak Hour Factor | | | 0.724 | 0.771 | 0.742 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Day: Saturday
Date: 3/16/2024

City: Manassas
Project #: VA24 260055 008

## HOURLY BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 1 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:00 | 1 | 20 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 | 1 | 26 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 14:00 | 3 | 24 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 2 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:00 | 0 | 24 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 2 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 10 | 266 | 60 | 1 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| % of Totals | 3% | 75% | 17% | 0% | 4% | | 1% | | | | | | | 100% |

### WESTBOUND

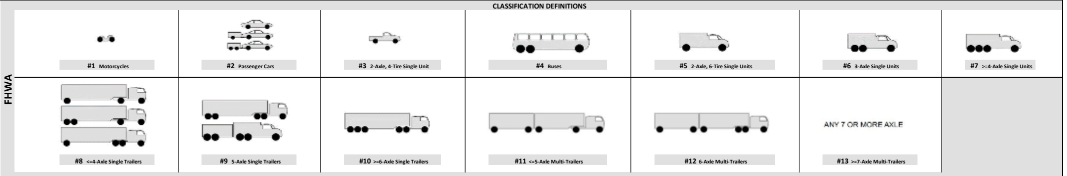
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 0 | 18 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 0 | 17 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 9:00 | 1 | 32 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:00 | 7 | 22 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 1 | 13 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 1 | 30 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:00 | 1 | 20 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 14:00 | 1 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00 | 1 | 16 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 4 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:00 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 20 | 299 | 78 | 3 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| % of Totals | 5% | 72% | 19% | 1% | 3% | | 0% | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 2 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 22 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 22 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 9:00 | 1 | 45 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 10:00 | 7 | 36 | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:00 | 2 | 35 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 2 | 50 | 11 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 13:00 | 2 | 46 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 4 | 41 | 13 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 15:00 | 3 | 45 | 7 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 4 | 40 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 17:00 | 1 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 2 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 21:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 30 | 565 | 138 | 4 | 29 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 770 |
| % of Totals | 4% | 73% | 18% | 1% | 4% | | 1% | | | | | | | 100% |

## FHWA

### CLASSIFICATION DEFINITIONS




## STATISTICS

### EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 78 | 23 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| % | 0% | 22% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 10:15 | 10:45 | 11:30 | 0:00 | 5:30 | 0:00 | 11:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 1 | 22 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 - 24:00 | 9 | 188 | 37 | 1 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| % | 3% | 53% | 10% | 0% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 13:30 | 15:30 | 13:00 | 15:45 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 3 | 30 | 9 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:00 - 09:00 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| % | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 - 18:00 | 0 | 36 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| % | 0% | 10% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 24 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |

### WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 11 | 149 | 43 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| % | 3% | 36% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 10:15 | 8:30 | 6:45 | 5:45 | 10:45 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:30 |
| Peak Volume | 8 | 34 | 10 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 - 24:00 | 9 | 150 | 35 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| % | 2% | 36% | 8% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 15:45 | 12:00 | 12:30 | 12:00 | 13:15 | 12:00 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 4 | 30 | 12 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 07:00 - 09:00 | 0 | 45 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| % | 0% | 11% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 28 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:00 - 18:00 | 5 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| % | 1% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| Peak Volume | 4 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |

### TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 12 | 227 | 66 | 3 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| % | 2% | 29% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 10:15 | 8:45 | 6:45 | 5:45 | 11:30 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:30 |
| Peak Volume | 9 | 53 | 15 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 18 | 338 | 72 | 1 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| % | 2% | 44% | 9% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 13:30 | 12:30 | 13:00 | 15:45 | 13:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:15 |
| Peak Volume | 5 | 51 | 19 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 07:00 - 09:00 | 0 | 62 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| % | 0% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 40 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 - 18:00 | 5 | 67 | 12 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| % | 1% | 9% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 41 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |

## 15-MINUTE BREAKDOWN

15-MINUTE BREAKDOWN

### EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:00 | 1 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 1 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 1 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:45 | 1 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 10 | 266 | 60 | 1 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| % of Totals | 3% | 75% | 17% | 0% | 4% | | 1% | | | | | | | 100% |

### WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 7 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 20 | 299 | 78 | 3 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| % of Totals | 5% | 72% | 19% | 1% | 3% | | 0% | | | | | | | 100% |

### TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 2 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:00 | 1 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 7 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 1 | 13 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 1 | 12 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 1 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 1 | 6 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 2 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 1 | 7 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 1 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 1 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:45 | 1 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 3 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 2 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 30 | 565 | 138 | 4 | 29 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 770 |
| % of Totals | 4% | 73% | 18% | 1% | 4% | | 1% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 354 | 416 | 770 |

DAILY TOTALS

### 15-Minutes Interval

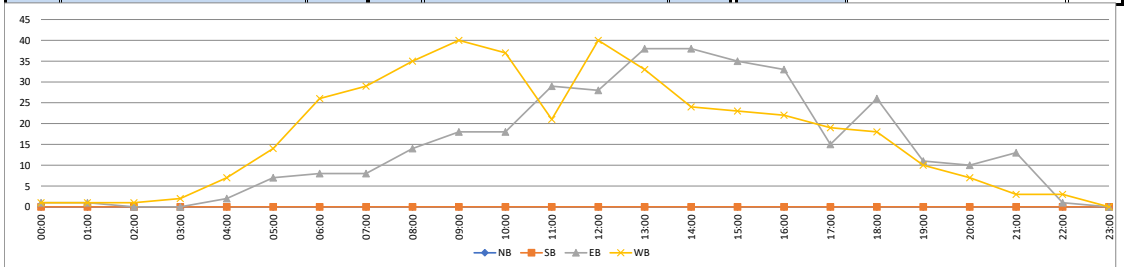
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 10 | 8 | 18 |
| 0:15 | | | 1 | 0 | 1 | 12:15 | | | 6 | 8 | 14 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 12 | 19 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 12 | 17 |
| 1:00 | | | 0 | 1 | 1 | 13:00 | | | 9 | 5 | 14 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 8 | 13 | 21 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 9 | 6 | 15 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 12 | 9 | 21 |
| 2:00 | | | 0 | 1 | 1 | 14:00 | | | 9 | 6 | 15 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 13 | 8 | 21 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 7 | 5 | 12 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 9 | 5 | 14 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 8 | 5 | 13 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 3 | 6 | 9 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 17 | 8 | 25 |
| 3:45 | | | 0 | 2 | 2 | 15:45 | | | 7 | 4 | 11 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 6 | 4 | 10 |
| 4:15 | | | 1 | 2 | 3 | 16:15 | | | 8 | 4 | 12 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 7 | 9 | 16 |
| 4:45 | | | 1 | 3 | 4 | 16:45 | | | 12 | 5 | 17 |
| 5:00 | | | 1 | 3 | 4 | 17:00 | | | 3 | 7 | 10 |
| 5:15 | | | 0 | 1 | 1 | 17:15 | | | 4 | 1 | 5 |
| 5:30 | | | 2 | 3 | 5 | 17:30 | | | 6 | 5 | 11 |
| 5:45 | | | 4 | 7 | 11 | 17:45 | | | 2 | 6 | 8 |
| 6:00 | | | 1 | 2 | 3 | 18:00 | | | 9 | 6 | 15 |
| 6:15 | | | 2 | 7 | 9 | 18:15 | | | 7 | 4 | 11 |
| 6:30 | | | 2 | 7 | 9 | 18:30 | | | 7 | 7 | 14 |
| 6:45 | | | 3 | 10 | 13 | 18:45 | | | 3 | 1 | 4 |
| 7:00 | | | 1 | 13 | 14 | 19:00 | | | 4 | 2 | 6 |
| 7:15 | | | 2 | 2 | 4 | 19:15 | | | 3 | 3 | 6 |
| 7:30 | | | 3 | 6 | 9 | 19:30 | | | 3 | 4 | 7 |
| 7:45 | | | 2 | 8 | 10 | 19:45 | | | 1 | 1 | 2 |
| 8:00 | | | 1 | 6 | 7 | 20:00 | | | 1 | 1 | 2 |
| 8:15 | | | 1 | 7 | 8 | 20:15 | | | 4 | 2 | 6 |
| 8:30 | | | 3 | 10 | 13 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 9 | 12 | 21 | 20:45 | | | 3 | 2 | 5 |
| 9:00 | | | 8 | 11 | 19 | 21:00 | | | 5 | 3 | 8 |
| 9:15 | | | 1 | 12 | 13 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 5 | 7 | 12 | 21:30 | | | 3 | 0 | 3 |
| 9:45 | | | 4 | 10 | 14 | 21:45 | | | 3 | 0 | 3 |
| 10:00 | | | 6 | 3 | 9 | 22:00 | | | 1 | 1 | 2 |
| 10:15 | | | 4 | 7 | 11 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 3 | 16 | 19 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 5 | 11 | 16 | 22:45 | | | 0 | 1 | 1 |
| 11:00 | | | 9 | 5 | 14 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 7 | 5 | 12 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 6 | 6 | 12 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 7 | 5 | 12 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 106 | 214 | 320 | TOTALS | 0 | 0 | 248 | 202 | 450 |
| SPLIT % | 0% | 0% | 33% | 67% | 42% | SPLIT % | 0% | 0% | 55% | 45% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 0 | 1 | 1 |
| 03:00 | 04:00 | | | 0 | 2 | 2 |
| 04:00 | 05:00 | | | 2 | 7 | 9 |
| 05:00 | 06:00 | | | 7 | 14 | 21 |
| 06:00 | 07:00 | | | 8 | 26 | 34 |
| 07:00 | 08:00 | | | 8 | 29 | 37 |
| 08:00 | 09:00 | | | 14 | 35 | 49 |
| 09:00 | 10:00 | | | 18 | 40 | 58 |
| 10:00 | 11:00 | | | 18 | 37 | 55 |
| 11:00 | 12:00 | | | 29 | 21 | 50 |
| 12:00 | 13:00 | | | 28 | 40 | 68 |
| 13:00 | 14:00 | | | 38 | 33 | 71 |
| 14:00 | 15:00 | | | 38 | 24 | 62 |
| 15:00 | 16:00 | | | 35 | 23 | 58 |
| 16:00 | 17:00 | | | 33 | 22 | 55 |
| 17:00 | 18:00 | | | 15 | 19 | 34 |
| 18:00 | 19:00 | | | 26 | 18 | 44 |
| 19:00 | 20:00 | | | 11 | 10 | 21 |
| 20:00 | 21:00 | | | 10 | 7 | 17 |
| 21:00 | 22:00 | | | 13 | 3 | 16 |
| 22:00 | 23:00 | | | 1 | 3 | 4 |
| 23:00 | 00:00 | | | 0 | 0 | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 106 | 214 | 320 |
| Peak Hour | | | 11:00 | 8:30 | 8:30 |
| Peak Volume | | | 29 | 45 | 66 |
| Peak Hour Factor | | | 0.806 | 0.938 | 0.786 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 248 | 202 | 450 |
| Peak Hour | | | 13:30 | 12:30 | 13:15 |
| Peak Volume | | | 43 | 42 | 72 |
| Peak Hour Factor | | | 0.827 | 0.808 | 0.857 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 22 | 64 | 86 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 14 | 35 | 49 |
| Peak Hour Factor | | | 0.389 | 0.729 | 0.583 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 48 | 41 | 89 |
| Peak Hour | | | 16:00 | 16:15 | 16:00 |
| Peak Volume | | | 33 | 25 | 55 |
| Peak Hour Factor | | | 0.688 | 0.694 | 0.809 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Harry J Parrish Blvd E/O Wakeman Dr

Dav: Sundav
Date: 3/17/2024

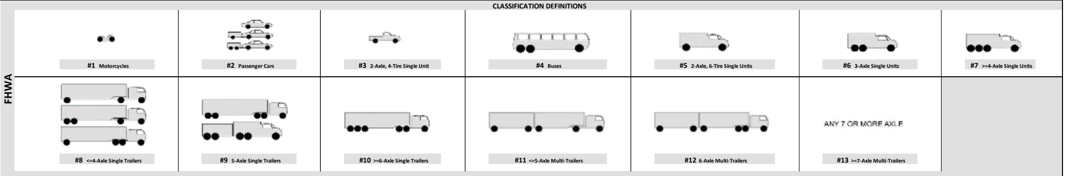
Citv: Manassas
Project #: VA24 260055 008

## HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 1 | 14 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 34 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 10:00 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 29 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 51 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 11:00 | 1 | 23 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 29 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 | 52 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:00 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 13:00 | 1 | 32 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 60 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 1 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 55 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 15:00 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 16:00 | 2 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 20 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 34 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 244 | 45 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 16 | 281 | 56 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 | 22 | 525 | 101 | 3 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 668 |
| % of Totals | 2% | 81% | 15% | 0% | 2% | | 1% | | | | | | | 100% | 4% | 77% | 15% | 1% | 3% | | | | | | | | | 100% | 3% | 79% | 15% | 0% | 2% | | 0% | | | | | | | 100% |

## CLASSIFICATION DEFINITIONS

FHWA




## STATISTICS

| | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 76 | 18 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 135 | 30 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 7 | 211 | 48 | 1 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| % | 1% | 25% | 6% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 33% | 1% | 37% | 8% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% | 1% | 32% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 42% |
| Peak Hour | 9:00 | 10:30 | 9:15 | 0:00 | 5:30 | 0:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:30 | 6:45 | 10:15 | 10:15 | 0:00 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 | 6:45 | 10:30 | 10:15 | 0:00 | 9:30 | 0:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 1 | 29 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 2 | 30 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 59 | 14 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 12:00 - 24:00 | 4 | 168 | 27 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 11 | 146 | 26 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 15 | 314 | 53 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| % | 1% | 55% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 67% | 3% | 40% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% | 2% | 47% | 8% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% |
| Peak Hour | 13:15 | 13:00 | 13:45 | 12:15 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 | 13:30 | 12:30 | 12:30 | 18:30 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 13:30 | 12:45 | 13:30 | 12:15 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 2 | 32 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 5 | 37 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 7 | 67 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:00 - 09:00 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 32 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 41 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| % | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 1% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 22 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:00 - 18:00 | 2 | 33 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 3 | 29 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 5 | 62 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| % | 1% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 1% | 8% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 1% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 19 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 20 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 34 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |

## 15-MINUTE BREAKDOWN

| Time | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 8 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |

## 15-MINUTE BREAKDOWN

| Time | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 244 | 45 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 16 | 281 | 56 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 | 22 | 525 | 101 | 3 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 668 |
| % of Totals | 2% | 81% | 15% | 0% | 2% | | 1% | | | | | | | 100% | 4% | 77% | 15% | 1% | 3% | | | | | | | | | 100% | 3% | 79% | 15% | 0% | 2% | | 0% | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 303 | 365 | 668 |

DAILY TOTALS

### 15-Minutes Interval

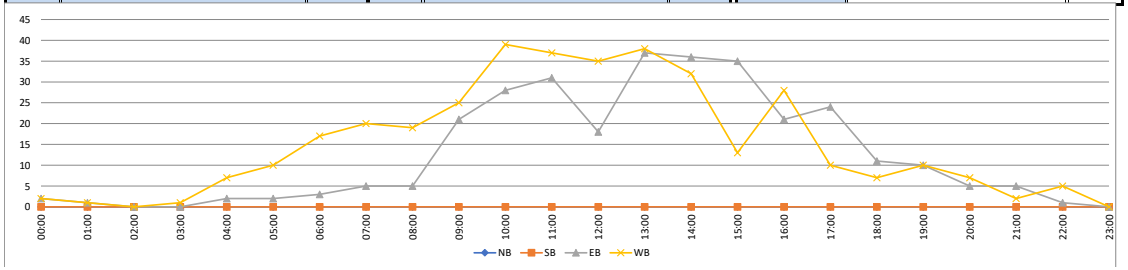
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 6 | 5 | 11 |
| 0:15 | | | 2 | 0 | 2 | 12:15 | | | 4 | 6 | 10 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 4 | 10 | 14 |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 4 | 14 | 18 |
| 1:00 | | | 0 | 1 | 1 | 13:00 | | | 6 | 11 | 17 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 11 | 10 | 21 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 14 | 10 | 24 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 6 | 7 | 13 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 6 | 4 | 10 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 10 | 6 | 16 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 9 | 21 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 8 | 13 | 21 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 9 | 4 | 13 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 8 | 3 | 11 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 9 | 2 | 11 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 9 | 4 | 13 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 5 | 10 | 15 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 8 | 9 | 17 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 4 | 4 | 8 |
| 4:45 | | | 1 | 4 | 5 | 16:45 | | | 4 | 5 | 9 |
| 5:00 | | | 1 | 3 | 4 | 17:00 | | | 2 | 3 | 5 |
| 5:15 | | | 1 | 3 | 4 | 17:15 | | | 13 | 0 | 13 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 3 | 6 | 9 |
| 5:45 | | | 0 | 2 | 2 | 17:45 | | | 6 | 1 | 7 |
| 6:00 | | | 1 | 3 | 4 | 18:00 | | | 4 | 2 | 6 |
| 6:15 | | | 1 | 1 | 2 | 18:15 | | | 2 | 2 | 4 |
| 6:30 | | | 0 | 6 | 6 | 18:30 | | | 2 | 1 | 3 |
| 6:45 | | | 1 | 7 | 8 | 18:45 | | | 3 | 2 | 5 |
| 7:00 | | | 0 | 3 | 3 | 19:00 | | | 5 | 5 | 10 |
| 7:15 | | | 1 | 5 | 6 | 19:15 | | | 1 | 1 | 2 |
| 7:30 | | | 2 | 6 | 8 | 19:30 | | | 2 | 2 | 4 |
| 7:45 | | | 2 | 6 | 8 | 19:45 | | | 2 | 2 | 4 |
| 8:00 | | | 1 | 2 | 3 | 20:00 | | | 2 | 2 | 4 |
| 8:15 | | | 1 | 2 | 3 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 0 | 9 | 9 | 20:30 | | | 1 | 3 | 4 |
| 8:45 | | | 3 | 6 | 9 | 20:45 | | | 2 | 1 | 3 |
| 9:00 | | | 5 | 5 | 10 | 21:00 | | | 3 | 1 | 4 |
| 9:15 | | | 8 | 5 | 13 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 2 | 9 | 11 | 21:30 | | | 0 | 1 | 1 |
| 9:45 | | | 6 | 6 | 12 | 21:45 | | | 0 | 0 | 0 |
| 10:00 | | | 6 | 9 | 15 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 4 | 9 | 13 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 8 | 8 | 16 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 10 | 13 | 23 | 22:45 | | | 1 | 1 | 2 |
| 11:00 | | | 8 | 11 | 19 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 9 | 7 | 16 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 8 | 9 | 17 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 6 | 10 | 16 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 100 | 178 | 278 | TOTALS | 0 | 0 | 203 | 187 | 390 |
| SPLIT % | 0% | 0% | 36% | 64% | 42% | SPLIT % | 0% | 0% | 52% | 48% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 2 | 4 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 0 | 1 | 1 |
| 04:00 | 05:00 | | | 2 | 7 | 9 |
| 05:00 | 06:00 | | | 2 | 10 | 12 |
| 06:00 | 07:00 | | | 3 | 17 | 20 |
| 07:00 | 08:00 | | | 5 | 20 | 25 |
| 08:00 | 09:00 | | | 5 | 19 | 24 |
| 09:00 | 10:00 | | | 21 | 25 | 46 |
| 10:00 | 11:00 | | | 28 | 39 | 67 |
| 11:00 | 12:00 | | | 31 | 37 | 68 |
| 12:00 | 13:00 | | | 18 | 35 | 53 |
| 13:00 | 14:00 | | | 37 | 38 | 75 |
| 14:00 | 15:00 | | | 36 | 32 | 68 |
| 15:00 | 16:00 | | | 35 | 13 | 48 |
| 16:00 | 17:00 | | | 21 | 28 | 49 |
| 17:00 | 18:00 | | | 24 | 10 | 34 |
| 18:00 | 19:00 | | | 11 | 7 | 18 |
| 19:00 | 20:00 | | | 10 | 10 | 20 |
| 20:00 | 21:00 | | | 5 | 7 | 12 |
| 21:00 | 22:00 | | | 5 | 2 | 7 |
| 22:00 | 23:00 | | | 1 | 5 | 6 |
| 23:00 | 00:00 | | | 0 | 0 | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 100 | 178 | 278 |
| Peak Hour | | | 10:30 | 10:15 | 10:45 |
| Peak Volume | | | 35 | 41 | 75 |
| Peak Hour Factor | | | 0.875 | 0.788 | 0.815 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 203 | 187 | 390 |
| Peak Hour | | | 14:15 | 12:30 | 12:45 |
| Peak Volume | | | 39 | 45 | 80 |
| Peak Hour Factor | | | 0.813 | 0.804 | 0.833 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 10 | 39 | 49 |
| Peak Hour | | | 7:15 | 7:00 | 7:00 |
| Peak Volume | | | 6 | 20 | 25 |
| Peak Hour Factor | | | 0.750 | 0.833 | 0.781 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 45 | 38 | 83 |
| Peak Hour | | | 17:00 | 16:00 | 16:00 |
| Peak Volume | | | 24 | 28 | 49 |
| Peak Hour Factor | | | 0.462 | 0.700 | 0.721 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 1 | 0 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 1 | 3 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 0 | 0 | 5 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 1 | 0 | 3 | 13 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 0 | 0 | 6 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 0 | 0 | 5 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 0 | 0 | 2 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 0 | 0 | 2 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 1 | 3 | 35 | 95 | 76 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 240 |
| % of Totals | 0% | 0% | 1% | 15% | 40% | 32% | 10% | 2% | | | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 4 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 0 | 1 | 0 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 0 | 0 | 5 | 8 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 13 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 0 | 0 | 2 | 2 | 6 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 0 | 1 | 0 | 1 | 3 | 12 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:00 | 0 | 0 | 0 | 1 | 2 | 16 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:00 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 10 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 1 | 2 | 14 | 45 | 126 | 77 | 31 | 0 | 0 | 0 | 0 | 0 | 296 |
| % of Totals | | 0% | 1% | 5% | 15% | 43% | 26% | 10% | | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 1 | 0 | 3 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 0 | 1 | 1 | 10 | 8 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:00 | 0 | 0 | 1 | 2 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 0 | 1 | 8 | 13 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 9:00 | 0 | 0 | 0 | 5 | 11 | 23 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 50 |
| 10:00 | 0 | 0 | 0 | 4 | 7 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:00 | 0 | 2 | 0 | 4 | 16 | 21 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:00 | 0 | 0 | 0 | 7 | 11 | 24 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 55 |
| 13:00 | 0 | 0 | 0 | 6 | 14 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 0 | 0 | 2 | 8 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 0 | 0 | 0 | 3 | 8 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 0 | 0 | 1 | 7 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 0 | 0 | 3 | 7 | 13 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 1 | 0 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 2 | 5 | 49 | 140 | 202 | 101 | 36 | 0 | 0 | 0 | 0 | 0 | 536 |
| % of Totals | 0% | 0% | 1% | 9% | 26% | 38% | 19% | 7% | | | | | | 100% |

### STATISTICS

EASTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 1 | 3 | 16 | 45 | 36 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 115 |
| | % | 0% | 0% | 1% | 7% | 19% | 15% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 48% |
| | Peak Hour | 1:45 | 10:45 | 5:00 | 8:30 | 8:45 | 8:45 | 6:00 | 5:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 |
| | Peak Volume | 1 | 1 | 1 | 6 | 13 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:00 - 24:00 | | 0 | 0 | 0 | 19 | 50 | 40 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 125 |
| | % | 0% | 0% | 0% | 8% | 21% | 17% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 52% |
| | Peak Hour | 12:00 | 12:00 | 12:00 | 12:30 | 12:45 | 12:30 | 15:45 | 21:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| | Peak Volume | 0 | 0 | 0 | 8 | 11 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:00 - 09:00 | | 0 | 0 | 1 | 5 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | % | 0% | 0% | 0% | 2% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:30 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 0 | 1 | 3 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 - 18:00 | | 0 | 0 | 0 | 3 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | % | 0% | 0% | 0% | 1% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 17:00 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 0 | 0 | 2 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |

WESTBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 1 | 1 | 9 | 26 | 67 | 44 | 19 | 0 | 0 | 0 | 0 | 0 | 167 |
| | % | 0% | 0% | 0% | 4% | 11% | 28% | 18% | 8% | 0% | 0% | 0% | 0% | 0% | 70% |
| | Peak Hour | 0:00 | 10:45 | 6:45 | 7:45 | 8:00 | 8:15 | 10:45 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:30 |
| | Peak Volume | 0 | 1 | 1 | 5 | 8 | 22 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 - 24:00 | | 0 | 0 | 1 | 5 | 19 | 59 | 33 | 12 | 0 | 0 | 0 | 0 | 0 | 129 |
| | % | 0% | 0% | 0% | 2% | 8% | 25% | 14% | 5% | 0% | 0% | 0% | 0% | 0% | 54% |
| | Peak Hour | 12:00 | 12:00 | 19:45 | 12:30 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 0 | 1 | 2 | 7 | 16 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:00 - 09:00 | | 0 | 0 | 1 | 5 | 13 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 49 |
| | % | 0% | 0% | 0% | 2% | 5% | 10% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 20% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 8:00 | 7:45 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 0 | 1 | 5 | 8 | 20 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 16:00 - 18:00 | | 0 | 0 | 0 | 1 | 5 | 18 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 43 |
| | % | 0% | 0% | 0% | 0% | 2% | 8% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 18% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:45 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 |
| | Peak Volume | 0 | 0 | 0 | 1 | 4 | 10 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 1 | 2 | 4 | 25 | 71 | 103 | 54 | 22 | 0 | 0 | 0 | 0 | 0 | 282 |
| | % | 0% | 1% | 2% | 10% | 30% | 43% | 23% | 9% | 0% | 0% | 0% | 0% | 0% | 118% |
| | Peak Hour | 1:45 | 10:45 | 6:45 | 7:45 | 8:30 | 8:15 | 10:45 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:30 |
| | Peak Volume | 1 | 2 | 2 | 8 | 20 | 31 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:00 - 24:00 | | 0 | 0 | 1 | 24 | 69 | 99 | 47 | 14 | 0 | 0 | 0 | 0 | 0 | 254 |
| | % | 0% | 0% | 0% | 10% | 29% | 41% | 20% | 6% | 0% | 0% | 0% | 0% | 0% | 106% |
| | Peak Hour | 12:00 | 12:00 | 19:45 | 12:30 | 13:15 | 12:30 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| | Peak Volume | 0 | 0 | 1 | 10 | 16 | 25 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 - 09:00 | | 0 | 0 | 2 | 10 | 18 | 28 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 67 |
| | % | 0% | 0% | 1% | 4% | 8% | 12% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 28% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:45 | 8:00 | 8:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| | Peak Volume | 0 | 0 | 2 | 8 | 13 | 24 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 - 18:00 | | 0 | 0 | 0 | 4 | 14 | 23 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 63 |
| | % | 0% | 0% | 0% | 2% | 6% | 10% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 26% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 0 | 0 | 3 | 7 | 13 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 29 | 34 | 34 | 40 | 44 | 240 |
| WESTBOUND | 33 | 38 | 38 | 44 | 48 | 296 |
| TOTALS | 31 | 37 | 37 | 43 | 46 | 536 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 1 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:45 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 1 | 3 | 35 | 95 | 76 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 240 |
| % of Totals | 0% | 0% | 1% | 15% | 40% | 32% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 1 | 2 | 14 | 45 | 126 | 77 | 31 | 0 | 0 | 0 | 0 | 0 | 296 |
| % of Totals | 0% | 0% | 1% | 5% | 15% | 43% | 26% | 10% | 0% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 | 0 | 0 | 1 | 1 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 1 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 0 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 | 0 | 0 | 0 | 1 | 9 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:00 | 0 | 0 | 0 | 2 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 0 | 0 | 2 | 2 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 0 | 0 | 1 | 4 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 0 | 0 | 1 | 5 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 2 | 0 | 2 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 0 | 2 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 0 | 0 | 2 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 0 | 0 | 2 | 3 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 0 | 0 | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 0 | 0 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:00 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 1 | 6 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 2 | 5 | 49 | 140 | 202 | 101 | 36 | 0 | 0 | 0 | 0 | 0 | 536 |
| % of Totals | 0% | 0% | 1% | 9% | 26% | 38% | 19% | 7% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 240 | 296 | 536 | |

### 15-Minutes Interval

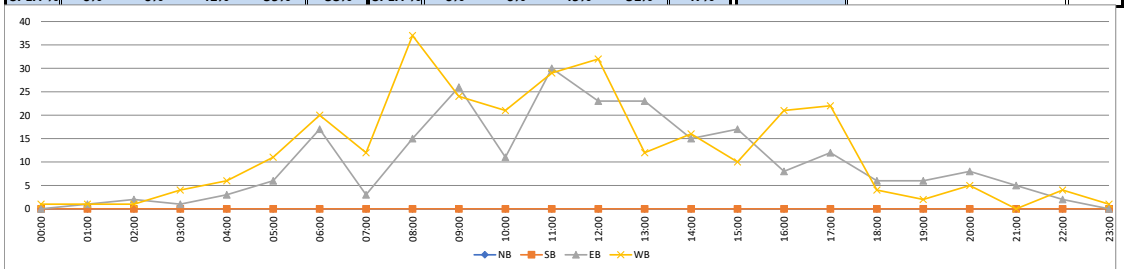
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 5 | 6 | 11 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 3 | 5 | 8 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 11 | 18 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 8 | 10 | 18 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 7 | 3 | 10 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 8 | 6 | 14 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 5 | 1 | 6 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 3 | 2 | 5 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 6 | 3 | 9 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 1 | 2 | 3 |
| 2:30 | | | 2 | 0 | 2 | 14:30 | | | 3 | 6 | 9 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 5 | 10 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 8 | 1 | 9 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 2 | 1 | 3 |
| 3:30 | | | 0 | 2 | 2 | 15:30 | | | 3 | 4 | 7 |
| 3:45 | | | 1 | 2 | 3 | 15:45 | | | 4 | 4 | 8 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 3 | 16 | 19 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 2 | 0 | 2 |
| 4:30 | | | 0 | 1 | 1 | 16:30 | | | 1 | 2 | 3 |
| 4:45 | | | 3 | 5 | 8 | 16:45 | | | 2 | 3 | 5 |
| 5:00 | | | 3 | 1 | 4 | 17:00 | | | 4 | 10 | 14 |
| 5:15 | | | 0 | 3 | 3 | 17:15 | | | 2 | 3 | 5 |
| 5:30 | | | 2 | 3 | 5 | 17:30 | | | 2 | 6 | 8 |
| 5:45 | | | 1 | 4 | 5 | 17:45 | | | 4 | 3 | 7 |
| 6:00 | | | 5 | 4 | 9 | 18:00 | | | 2 | 1 | 3 |
| 6:15 | | | 5 | 2 | 7 | 18:15 | | | 1 | 2 | 3 |
| 6:30 | | | 4 | 6 | 10 | 18:30 | | | 2 | 0 | 2 |
| 6:45 | | | 3 | 8 | 11 | 18:45 | | | 1 | 1 | 2 |
| 7:00 | | | 1 | 1 | 2 | 19:00 | | | 2 | 1 | 3 |
| 7:15 | | | 0 | 5 | 5 | 19:15 | | | 2 | 1 | 3 |
| 7:30 | | | 1 | 2 | 3 | 19:30 | | | 1 | 0 | 1 |
| 7:45 | | | 1 | 4 | 5 | 19:45 | | | 1 | 0 | 1 |
| 8:00 | | | 1 | 5 | 6 | 20:00 | | | 3 | 1 | 4 |
| 8:15 | | | 3 | 7 | 10 | 20:15 | | | 1 | 1 | 2 |
| 8:30 | | | 2 | 9 | 11 | 20:30 | | | 3 | 3 | 6 |
| 8:45 | | | 9 | 16 | 25 | 20:45 | | | 1 | 0 | 1 |
| 9:00 | | | 12 | 7 | 19 | 21:00 | | | 4 | 0 | 4 |
| 9:15 | | | 7 | 8 | 15 | 21:15 | | | 0 | 0 | 0 |
| 9:30 | | | 4 | 2 | 6 | 21:30 | | | 0 | 0 | 0 |
| 9:45 | | | 3 | 7 | 10 | 21:45 | | | 1 | 0 | 1 |
| 10:00 | | | 4 | 1 | 5 | 22:00 | | | 1 | 0 | 1 |
| 10:15 | | | 3 | 5 | 8 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 1 | 3 | 4 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 3 | 12 | 15 | 22:45 | | | 1 | 2 | 3 |
| 11:00 | | | 9 | 10 | 19 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 10 | 6 | 16 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 8 | 8 | 16 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 3 | 5 | 8 | 23:45 | | | 0 | 1 | 1 |
| TOTALS | 0 | 0 | 115 | 167 | 282 | TOTALS | 0 | 0 | 125 | 129 | 254 |
| SPLIT % | 0% | 0% | 41% | 59% | 53% | SPLIT % | 0% | 0% | 49% | 51% | 47% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 2 | 1 | 3 |
| 03:00 | 04:00 | | | 1 | 4 | 5 |
| 04:00 | 05:00 | | | 3 | 6 | 9 |
| 05:00 | 06:00 | | | 6 | 11 | 17 |
| 06:00 | 07:00 | | | 17 | 20 | 37 |
| 07:00 | 08:00 | | | 3 | 12 | 15 |
| 08:00 | 09:00 | | | 15 | 37 | 52 |
| 09:00 | 10:00 | | | 26 | 24 | 50 |
| 10:00 | 11:00 | | | 11 | 21 | 32 |
| 11:00 | 12:00 | | | 30 | 29 | 59 |
| 12:00 | 13:00 | | | 23 | 32 | 55 |
| 13:00 | 14:00 | | | 23 | 12 | 35 |
| 14:00 | 15:00 | | | 15 | 16 | 31 |
| 15:00 | 16:00 | | | 17 | 10 | 27 |
| 16:00 | 17:00 | | | 8 | 21 | 29 |
| 17:00 | 18:00 | | | 12 | 22 | 34 |
| 18:00 | 19:00 | | | 6 | 4 | 10 |
| 19:00 | 20:00 | | | 6 | 2 | 8 |
| 20:00 | 21:00 | | | 8 | 5 | 13 |
| 21:00 | 22:00 | | | 5 | 0 | 5 |
| 22:00 | 23:00 | | | 2 | 4 | 6 |
| 23:00 | 00:00 | | | 0 | 1 | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 115 | 167 | 282 |
| Peak Hour | | | 8:45 | 8:30 | 8:30 |
| Peak Volume | | | 32 | 40 | 70 |
| Peak Hour Factor | | | 0.667 | 0.625 | 0.700 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 125 | 129 | 254 |
| Peak Hour | | | 12:30 | 12:00 | 12:30 |
| Peak Volume | | | 30 | 32 | 60 |
| Peak Hour Factor | | | 0.938 | 0.727 | 0.833 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 18 | 49 | 67 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 15 | 37 | 52 |
| Peak Hour Factor | | | 0.417 | 0.578 | 0.520 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 20 | 43 | 63 |
| Peak Hour | | | 17:00 | 16:45 | 17:00 |
| Peak Volume | | | 12 | 22 | 34 |
| Peak Hour Factor | | | 0.750 | 0.550 | 0.607 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 2 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 0 | 0 | 0 | 2 | 3 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 0 | 0 | 2 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 0 | 1 | 2 | 10 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:00 | 0 | 1 | 0 | 1 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 2 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 3 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 0 | 0 | 2 | 9 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 0 | 1 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 1 | 2 | 30 | 83 | 61 | 35 | 4 | 3 | 0 | 0 | 0 | 0 | 219 |
| % of Totals | | 0% | 1% | 14% | 38% | 28% | 16% | 2% | 1% | | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 0 | 0 | 0 | 4 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 1 | 0 | 0 | 1 | 1 | 5 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 16 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 0 | 0 | 8 | 32 | 108 | 74 | 34 | 5 | 0 | 0 | 0 | 0 | 262 |
| % of Totals | 0% | | | 3% | 12% | 41% | 28% | 13% | 2% | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 2 | 3 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 0 | 0 | 0 | 5 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:00 | 0 | 0 | 0 | 4 | 7 | 8 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:00 | 0 | 0 | 0 | 2 | 7 | 11 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 9 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 1 | 0 | 0 | 3 | 8 | 13 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 0 | 0 | 1 | 3 | 11 | 16 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 48 |
| 13:00 | 0 | 1 | 0 | 1 | 11 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 0 | 0 | 2 | 9 | 11 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 0 | 0 | 3 | 9 | 20 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 0 | 0 | 3 | 9 | 19 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 0 | 0 | 0 | 3 | 11 | 14 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 0 | 1 | 3 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 0 | 0 | 2 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 1 | 1 | 2 | 38 | 115 | 169 | 109 | 38 | 8 | 0 | 0 | 0 | 0 | 481 |
| % of Totals | 0% | 0% | 0% | 8% | 24% | 35% | 23% | 8% | 2% | | | | | 100% |

### STATISTICS

EASTBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 0 | 13 | 24 | 22 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 74 |
| % | 0% | 0% | 0% | 6% | 11% | 10% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 0:00 | 0:00 | 11:45 | 8:00 | 11:45 | 11:45 | 11:30 | 11:30 | 10:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 0 | 1 | 4 | 12 | 11 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 38 |
| 12:00 - 24:00 | 0 | 1 | 2 | 17 | 59 | 39 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 145 |
| % | 0% | 0% | 1% | 8% | 27% | 18% | 11% | 1% | 0% | 0% | 0% | 0% | 0% | 66% |
| Peak Hour | 12:00 | 13:00 | 12:00 | 15:30 | 12:30 | 12:00 | 12:00 | 12:00 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 1 | 1 | 4 | 11 | 10 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 32 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % | 0% | 0% | 0% | 2% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:15 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 - 18:00 | 0 | 0 | 0 | 5 | 16 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| % | 0% | 0% | 0% | 2% | 7% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 3 | 9 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |

WESTBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 0 | 0 | 3 | 16 | 38 | 45 | 13 | 3 | 0 | 0 | 0 | 0 | 119 |
| % | 0% | 0% | 0% | 1% | 7% | 17% | 21% | 6% | 1% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 11:00 | 0:00 | 0:00 | 11:45 | 7:30 | 10:15 | 8:45 | 7:15 | 11:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 1 | 0 | 0 | 2 | 5 | 9 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 24 |
| 12:00 - 24:00 | 0 | 0 | 0 | 5 | 16 | 70 | 29 | 21 | 2 | 0 | 0 | 0 | 0 | 143 |
| % | 0% | 0% | 0% | 2% | 7% | 32% | 13% | 10% | 1% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 15:45 | 15:30 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 0 | 0 | 1 | 4 | 27 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 40 |
| 07:00 - 09:00 | 0 | 0 | 0 | 0 | 7 | 10 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 34 |
| % | 0% | 0% | 0% | 0% | 3% | 5% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 8:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 0 | 5 | 7 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 - 18:00 | 0 | 0 | 0 | 1 | 4 | 23 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 42 |
| % | 0% | 0% | 0% | 0% | 2% | 11% | 3% | 4% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 1 | 3 | 16 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 26 |

TOTALS

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 0 | 0 | 16 | 40 | 60 | 57 | 14 | 5 | 0 | 0 | 0 | 0 | 193 |
| % | 0% | 0% | 0% | 7% | 18% | 27% | 26% | 6% | 2% | 0% | 0% | 0% | 0% | 88% |
| Peak Hour | 11:00 | 0:00 | 11:45 | 11:45 | 11:45 | 11:30 | 11:30 | 7:15 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 1 | 0 | 1 | 6 | 13 | 16 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 58 |
| 12:00 - 24:00 | 0 | 1 | 2 | 22 | 75 | 109 | 52 | 24 | 3 | 0 | 0 | 0 | 0 | 288 |
| % | 0% | 0% | 1% | 10% | 34% | 50% | 24% | 11% | 1% | 0% | 0% | 0% | 0% | 132% |
| Peak Hour | 12:00 | 13:00 | 12:00 | 15:30 | 12:30 | 15:45 | 12:00 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 1 | 1 | 5 | 15 | 30 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 55 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 12 | 11 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 46 |
| % | 0% | 0% | 0% | 2% | 5% | 5% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 8:00 | 7:15 | 8:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 7 | 8 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 - 18:00 | 0 | 0 | 0 | 6 | 20 | 33 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 80 |
| % | 0% | 0% | 0% | 3% | 9% | 15% | 6% | 4% | 0% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 3 | 12 | 19 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 44 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 30 | 35 | 35 | 41 | 44 | 219 |
| WESTBOUND | 35 | 39 | 39 | 45 | 49 | 262 |
| TOTALS | 31 | 37 | 38 | 44 | 28 | 481 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:45 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 1 | 2 | 30 | 83 | 61 | 35 | 4 | 3 | 0 | 0 | 0 | 0 | 219 |
| % of Totals | 0% | 0% | 1% | 14% | 38% | 28% | 16% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 0 | 0 | 1 | 1 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 0 | 0 | 8 | 32 | 108 | 74 | 34 | 5 | 0 | 0 | 0 | 0 | 262 |
| % of Totals | 0% | 0% | 0% | 3% | 12% | 41% | 28% | 13% | 2% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 1 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 1 | 0 | 0 | 3 | 2 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:30 | 0 | 0 | 1 | 2 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 0 | 0 | 2 | 2 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 2 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 1 | 5 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 1 | 2 | 38 | 115 | 169 | 109 | 38 | 8 | 0 | 0 | 0 | 0 | 481 |
| % of Totals | 0% | 0% | 0% | 8% | 24% | 35% | 23% | 8% | 2% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 219 | 262 | 481 |

DAILY TOTALS

### 15-Minutes Interval

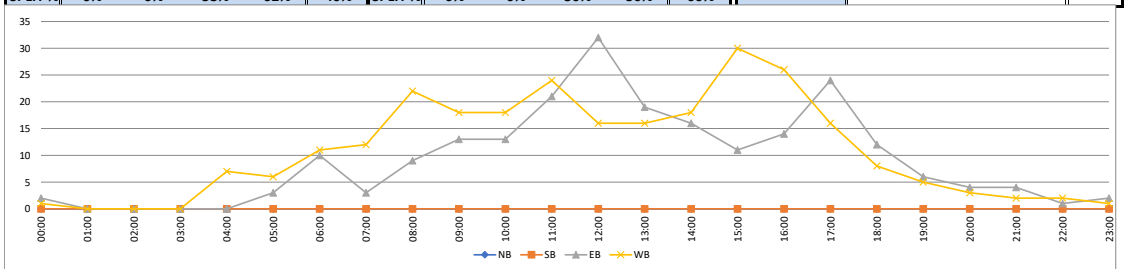
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 9 | 3 | 12 |
| 0:15 | | | 1 | 0 | 1 | 12:15 | | | 11 | 4 | 15 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 10 | 4 | 14 |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 2 | 5 | 7 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 5 | 6 | 11 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 8 | 5 | 13 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 3 | 3 | 6 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 3 | 2 | 5 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 4 | 1 | 5 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 6 | 6 | 12 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 3 | 6 | 9 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 3 | 5 | 8 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 3 | 1 | 4 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 6 | 10 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 1 | 4 | 5 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 3 | 19 | 22 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 2 | 8 | 10 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 4 | 8 | 12 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 6 | 5 | 11 |
| 4:45 | | | 0 | 4 | 4 | 16:45 | | | 2 | 5 | 7 |
| 5:00 | | | 1 | 2 | 3 | 17:00 | | | 5 | 2 | 7 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 11 | 8 | 19 |
| 5:30 | | | 0 | 1 | 1 | 17:30 | | | 3 | 4 | 7 |
| 5:45 | | | 2 | 3 | 5 | 17:45 | | | 5 | 2 | 7 |
| 6:00 | | | 1 | 1 | 2 | 18:00 | | | 6 | 1 | 7 |
| 6:15 | | | 4 | 1 | 5 | 18:15 | | | 2 | 2 | 4 |
| 6:30 | | | 3 | 4 | 7 | 18:30 | | | 2 | 1 | 3 |
| 6:45 | | | 2 | 5 | 7 | 18:45 | | | 2 | 4 | 6 |
| 7:00 | | | 1 | 2 | 3 | 19:00 | | | 2 | 1 | 3 |
| 7:15 | | | 1 | 2 | 3 | 19:15 | | | 1 | 2 | 3 |
| 7:30 | | | 0 | 3 | 3 | 19:30 | | | 2 | 0 | 2 |
| 7:45 | | | 1 | 5 | 6 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 3 | 10 | 13 | 20:00 | | | 2 | 0 | 2 |
| 8:15 | | | 2 | 2 | 4 | 20:15 | | | 0 | 0 | 0 |
| 8:30 | | | 1 | 2 | 3 | 20:30 | | | 0 | 2 | 2 |
| 8:45 | | | 3 | 8 | 11 | 20:45 | | | 2 | 1 | 3 |
| 9:00 | | | 2 | 4 | 6 | 21:00 | | | 2 | 0 | 2 |
| 9:15 | | | 1 | 5 | 6 | 21:15 | | | 0 | 0 | 0 |
| 9:30 | | | 5 | 6 | 11 | 21:30 | | | 2 | 0 | 2 |
| 9:45 | | | 5 | 3 | 8 | 21:45 | | | 0 | 2 | 2 |
| 10:00 | | | 2 | 2 | 4 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 2 | 5 | 7 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 5 | 6 | 11 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 4 | 5 | 9 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 2 | 4 | 6 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 6 | 5 | 11 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 5 | 6 | 11 | 23:30 | | | 1 | 0 | 1 |
| 11:45 | | | 8 | 9 | 17 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 74 | 119 | 193 | TOTALS | 0 | 0 | 145 | 143 | 288 |
| SPLIT % | 0% | 0% | 38% | 62% | 40% | SPLIT % | 0% | 0% | 50% | 50% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 1 | 3 |
| 01:00 | 02:00 | | | 0 | 0 | 0 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 0 | 0 | 0 |
| 04:00 | 05:00 | | | 0 | 7 | 7 |
| 05:00 | 06:00 | | | 3 | 6 | 9 |
| 06:00 | 07:00 | | | 10 | 11 | 21 |
| 07:00 | 08:00 | | | 3 | 12 | 15 |
| 08:00 | 09:00 | | | 9 | 22 | 31 |
| 09:00 | 10:00 | | | 13 | 18 | 31 |
| 10:00 | 11:00 | | | 13 | 18 | 31 |
| 11:00 | 12:00 | | | 21 | 24 | 45 |
| 12:00 | 13:00 | | | 32 | 16 | 48 |
| 13:00 | 14:00 | | | 19 | 16 | 35 |
| 14:00 | 15:00 | | | 16 | 18 | 34 |
| 15:00 | 16:00 | | | 11 | 30 | 41 |
| 16:00 | 17:00 | | | 14 | 26 | 40 |
| 17:00 | 18:00 | | | 24 | 16 | 40 |
| 18:00 | 19:00 | | | 12 | 8 | 20 |
| 19:00 | 20:00 | | | 6 | 5 | 11 |
| 20:00 | 21:00 | | | 4 | 3 | 7 |
| 21:00 | 22:00 | | | 4 | 2 | 6 |
| 22:00 | 23:00 | | | 1 | 2 | 3 |
| 23:00 | 00:00 | | | 2 | 1 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 74 | 119 | 193 |
| Peak Hour | | | 11:00 | 11:00 | 11:00 |
| Peak Volume | | | 21 | 24 | 45 |
| Peak Hour Factor | | | 0.656 | 0.667 | 0.662 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 145 | 143 | 288 |
| Peak Hour | | | 12:00 | 15:45 | 15:45 |
| Peak Volume | | | 32 | 40 | 55 |
| Peak Hour Factor | | | 0.727 | 0.526 | 0.625 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 12 | 34 | 46 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 9 | 22 | 31 |
| Peak Hour Factor | | | 0.750 | 0.550 | 0.596 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 38 | 42 | 80 |
| Peak Hour | | | 16:30 | 16:00 | 16:30 |
| Peak Volume | | | 24 | 26 | 44 |
| Peak Hour Factor | | | 0.545 | 0.813 | 0.579 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 1 | 5 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 0 | 0 | 3 | 11 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 0 | 1 | 3 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:00 | 0 | 0 | 0 | 1 | 6 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 0 | 0 | 5 | 13 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 0 | 0 | 4 | 9 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 0 | 0 | 7 | 13 | 16 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:00 | 0 | 0 | 1 | 7 | 26 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 13:00 | 0 | 0 | 0 | 4 | 22 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 14:00 | 0 | 0 | 1 | 6 | 23 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 15:00 | 0 | 0 | 0 | 2 | 17 | 21 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 0 | 1 | 0 | 5 | 22 | 34 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 81 |
| 17:00 | 0 | 0 | 1 | 1 | 18 | 27 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 18:00 | 0 | 1 | 0 | 2 | 10 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:00 | 0 | 0 | 0 | 1 | 11 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 2 | 5 | 60 | 234 | 251 | 106 | 17 | 0 | 0 | 0 | 0 | 0 | 675 |
| % of Totals | | 0% | 1% | 9% | 35% | 37% | 16% | 3% | | | | | | 100% |

**WESTBOUND**

| Time | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 15 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 6 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 5:00 | 0 | 0 | 0 | 1 | 6 | 20 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 47 |
| 6:00 | 0 | 0 | 0 | 2 | 11 | 25 | 24 | 7 | 4 | 0 | 0 | 0 | 0 | 73 |
| 7:00 | 0 | 0 | 0 | 3 | 13 | 40 | 41 | 12 | 0 | 0 | 0 | 0 | 0 | 109 |
| 8:00 | 0 | 0 | 1 | 2 | 4 | 26 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 48 |
| 9:00 | 0 | 0 | 0 | 4 | 6 | 11 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 0 | 0 | 1 | 1 | 0 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 0 | 0 | 3 | 8 | 20 | 15 | 4 | 3 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 0 | 1 | 3 | 9 | 18 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 55 |
| 13:00 | 0 | 0 | 0 | 1 | 9 | 20 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 0 | 1 | 2 | 4 | 12 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 0 | 0 | 0 | 1 | 5 | 25 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 64 |
| 16:00 | 0 | 0 | 0 | 1 | 5 | 20 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 62 |
| 17:00 | 0 | 0 | 1 | 0 | 7 | 18 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 0 | 0 | 0 | 2 | 6 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 0 | 1 | 2 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 5 | 29 | 100 | 309 | 259 | 92 | 16 | 0 | 0 | 0 | 0 | 810 |
| % of Totals | | | 1% | 4% | 12% | 38% | 32% | 11% | 2% | | | | | 100% |

**TOTALS**

| Time | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 2 | 1 | 6 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 0 | 1 | 0 | 5 | 9 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 28 |
| 5:00 | 0 | 0 | 0 | 2 | 11 | 31 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 71 |
| 6:00 | 0 | 0 | 0 | 5 | 22 | 40 | 28 | 9 | 4 | 0 | 0 | 0 | 0 | 108 |
| 7:00 | 0 | 0 | 1 | 6 | 24 | 47 | 42 | 12 | 0 | 0 | 0 | 0 | 0 | 132 |
| 8:00 | 0 | 0 | 1 | 3 | 10 | 32 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 68 |
| 9:00 | 0 | 0 | 0 | 9 | 19 | 23 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 71 |
| 10:00 | 0 | 0 | 1 | 5 | 9 | 38 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 0 | 0 | 10 | 21 | 36 | 21 | 6 | 3 | 0 | 0 | 0 | 0 | 97 |
| 12:00 | 0 | 0 | 2 | 10 | 35 | 36 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 112 |
| 13:00 | 0 | 0 | 0 | 5 | 31 | 33 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 102 |
| 14:00 | 0 | 0 | 2 | 8 | 27 | 29 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 90 |
| 15:00 | 0 | 0 | 0 | 3 | 22 | 46 | 36 | 11 | 1 | 0 | 0 | 0 | 0 | 119 |
| 16:00 | 0 | 1 | 0 | 6 | 27 | 54 | 42 | 12 | 1 | 0 | 0 | 0 | 0 | 143 |
| 17:00 | 0 | 0 | 2 | 1 | 25 | 45 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 106 |
| 18:00 | 0 | 1 | 0 | 4 | 16 | 20 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 53 |
| 19:00 | 0 | 0 | 0 | 2 | 13 | 18 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 50 |
| 20:00 | 0 | 0 | 0 | 0 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 0 | 0 | 4 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 0 | 2 | 10 | 89 | 334 | 560 | 365 | 109 | 16 | 0 | 0 | 0 | 0 | 1,485 |
| % of Totals | | 0% | 1% | 6% | 22% | 38% | 25% | 7% | 1% | | | | | 100% |

### STATISTICS

**EASTBOUND**

| | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 2 | 25 | 73 | 86 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 222 |
| % | 0% | 0% | 0% | 4% | 11% | 13% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 33% |
| Peak Hour | 0:00 | 0:00 | 3:30 | 11:30 | 11:30 | 11:15 | 5:15 | 5:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 0 | 1 | 8 | 25 | 18 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:00 - 24:00 | 0 | 2 | 3 | 35 | 161 | 165 | 76 | 11 | 0 | 0 | 0 | 0 | 0 | 453 |
| % | 0% | 0% | 0% | 5% | 24% | 24% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 67% |
| Peak Hour | 12:00 | 15:30 | 12:00 | 12:15 | 12:00 | 16:00 | 16:15 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 |
| Peak Volume | 0 | 1 | 1 | 9 | 26 | 34 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 81 |
| 07:00 - 09:00 | 0 | 0 | 1 | 4 | 17 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| % | 0% | 0% | 0% | 1% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:30 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 4 | 11 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 - 18:00 | 0 | 1 | 1 | 6 | 40 | 61 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 139 |
| % | 0% | 0% | 0% | 1% | 6% | 9% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 1 | 5 | 22 | 34 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 81 |

**WESTBOUND**

| | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 2 | 17 | 52 | 180 | 131 | 50 | 11 | 0 | 0 | 0 | 0 | 443 |
| % | 0% | 0% | 0% | 3% | 8% | 27% | 19% | 7% | 2% | 0% | 0% | 0% | 0% | 66% |
| Peak Hour | 0:00 | 0:00 | 7:45 | 11:30 | 6:45 | 7:00 | 7:00 | 7:30 | 6:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 5 | 16 | 40 | 41 | 13 | 4 | 0 | 0 | 0 | 0 | 109 |
| 12:00 - 24:00 | 0 | 0 | 3 | 12 | 48 | 129 | 128 | 42 | 5 | 0 | 0 | 0 | 0 | 367 |
| % | 0% | 0% | 0% | 2% | 7% | 19% | 19% | 6% | 1% | 0% | 0% | 0% | 0% | 54% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 12:00 | 12:15 | 16:30 | 15:30 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 0 | 1 | 3 | 11 | 26 | 34 | 9 | 1 | 0 | 0 | 0 | 0 | 75 |
| 07:00 - 09:00 | 0 | 0 | 1 | 5 | 17 | 66 | 46 | 22 | 0 | 0 | 0 | 0 | 0 | 157 |
| % | 0% | 0% | 0% | 1% | 3% | 10% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 3 | 13 | 40 | 41 | 13 | 0 | 0 | 0 | 0 | 0 | 109 |
| 16:00 - 18:00 | 0 | 0 | 1 | 1 | 12 | 38 | 43 | 14 | 1 | 0 | 0 | 0 | 0 | 110 |
| % | 0% | 0% | 0% | 0% | 2% | 6% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 1 | 1 | 7 | 26 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 62 |

**TOTALS**

| | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 4 | 42 | 125 | 266 | 161 | 56 | 11 | 0 | 0 | 0 | 0 | 665 |
| % | 0% | 0% | 1% | 6% | 19% | 39% | 24% | 8% | 2% | 0% | 0% | 0% | 0% | 99% |
| Peak Hour | 0:00 | 0:00 | 3:30 | 11:30 | 11:30 | 7:00 | 7:00 | 7:30 | 6:00 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 13 | 36 | 47 | 42 | 13 | 4 | 0 | 0 | 0 | 0 | 132 |
| 12:00 - 24:00 | 0 | 2 | 6 | 47 | 209 | 294 | 204 | 53 | 5 | 0 | 0 | 0 | 0 | 820 |
| % | 0% | 0% | 1% | 7% | 31% | 44% | 30% | 8% | 1% | 0% | 0% | 0% | 0% | 121% |
| Peak Hour | 12:00 | 15:30 | 12:00 | 12:15 | 12:15 | 16:15 | 15:30 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 1 | 2 | 12 | 37 | 59 | 49 | 14 | 1 | 0 | 0 | 0 | 0 | 150 |
| 07:00 - 09:00 | 0 | 0 | 2 | 9 | 34 | 79 | 53 | 23 | 0 | 0 | 0 | 0 | 0 | 200 |
| % | 0% | 0% | 0% | 1% | 5% | 12% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 7 | 24 | 47 | 42 | 13 | 0 | 0 | 0 | 0 | 0 | 132 |
| 16:00 - 18:00 | 0 | 1 | 2 | 7 | 52 | 99 | 70 | 17 | 1 | 0 | 0 | 0 | 0 | 249 |
| % | 0% | 0% | 0% | 1% | 8% | 15% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 37% |
| Peak Hour | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 2 | 6 | 27 | 59 | 42 | 12 | 1 | 0 | 0 | 0 | 0 | 143 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 31 | 36 | 36 | 41 | 44 | 675 |
| WESTBOUND | 34 | 39 | 39 | 45 | 49 | 810 |
| TOTALS | 32 | 38 | 38 | 44 | 47 | 1485 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:15 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 3 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 0 | 0 | 0 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 0 | 1 | 3 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 2 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 0 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 0 | 0 | 4 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 0 | 1 | 2 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 0 | 0 | 2 | 6 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 0 | 0 | 0 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:30 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 2 | 9 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 1 | 0 | 1 | 2 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 0 | 0 | 2 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:45 | 0 | 0 | 0 | 0 | 5 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 0 | 1 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 1 | 8 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 1 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 2 | 5 | 60 | 234 | 251 | 106 | 17 | 0 | 0 | 0 | 0 | 0 | 675 |
| % of Totals | 0% | 0% | 1% | 9% | 35% | 37% | 16% | 3% | 0% | 0% | 0% | 0% | 0% | 100% |

**WESTBOUND**

| Time | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:45 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 19 |
| 6:15 | 0 | 0 | 0 | 0 | 3 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:30 | 0 | 0 | 0 | 1 | 1 | 3 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 6:45 | 0 | 0 | 0 | 0 | 5 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| 7:00 | 0 | 0 | 0 | 1 | 6 | 7 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:30 | 0 | 0 | 0 | 1 | 4 | 11 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:45 | 0 | 0 | 0 | 1 | 2 | 13 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:30 | 0 | 0 | 1 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 | 0 | 0 | 0 | 1 | 3 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:45 | 0 | 0 | 0 | 1 | 3 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 12:15 | 0 | 0 | 0 | 3 | 4 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 1 | 0 | 2 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 0 | 0 | 1 | 3 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 0 | 0 | 2 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 0 | 0 | 0 | 0 | 2 | 12 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 0 | 1 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 5 | 29 | 100 | 309 | 259 | 92 | 16 | 0 | 0 | 0 | 0 | 810 |
| % of Totals | 0% | 0% | 1% | 4% | 12% | 38% | 32% | 11% | 2% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:15 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:30 | 0 | 0 | 0 | 2 | 4 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 5:45 | 0 | 0 | 0 | 0 | 2 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 0 | 0 | 1 | 6 | 6 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 26 |
| 6:15 | 0 | 0 | 0 | 1 | 6 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:30 | 0 | 0 | 0 | 2 | 3 | 7 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 6:45 | 0 | 0 | 0 | 1 | 7 | 13 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 30 |
| 7:00 | 0 | 0 | 1 | 1 | 10 | 8 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 33 |
| 7:15 | 0 | 0 | 0 | 0 | 6 | 10 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 0 | 0 | 3 | 5 | 13 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:45 | 0 | 0 | 0 | 2 | 3 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 0 | 0 | 2 | 2 | 6 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:30 | 0 | 0 | 1 | 0 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 0 | 0 | 1 | 0 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 0 | 0 | 5 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:15 | 0 | 0 | 0 | 1 | 3 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 0 | 0 | 2 | 7 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:45 | 0 | 0 | 0 | 1 | 4 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 0 | 0 | 3 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 0 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 0 | 1 | 0 | 4 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 0 | 0 | 2 | 5 | 5 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:30 | 0 | 0 | 0 | 3 | 7 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:45 | 0 | 0 | 0 | 4 | 7 | 6 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 0 | 0 | 0 | 9 | 7 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 28 |
| 12:15 | 0 | 0 | 1 | 6 | 13 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:30 | 0 | 0 | 0 | 2 | 5 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 0 | 0 | 1 | 2 | 8 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 | 0 | 0 | 0 | 2 | 11 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 13:15 | 0 | 0 | 0 | 2 | 6 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 0 | 0 | 1 | 10 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 0 | 0 | 0 | 4 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 0 | 0 | 6 | 6 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:30 | 0 | 0 | 2 | 2 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 0 | 0 | 0 | 9 | 4 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 0 | 0 | 0 | 2 | 6 | 12 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:15 | 0 | 0 | 0 | 0 | 6 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 0 | 0 | 0 | 1 | 6 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 0 | 0 | 0 | 4 | 16 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 0 | 0 | 2 | 11 | 12 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:15 | 0 | 1 | 0 | 1 | 3 | 13 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 37 |
| 16:30 | 0 | 0 | 0 | 3 | 7 | 16 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:45 | 0 | 0 | 0 | 0 | 6 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 0 | 0 | 0 | 6 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 10 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 0 | 2 | 0 | 5 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 0 | 0 | 1 | 12 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 1 | 0 | 1 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 0 | 0 | 2 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 1 | 5 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 19:45 | 0 | 0 | 0 | 2 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 2 | 10 | 89 | 334 | 560 | 365 | 109 | 16 | 0 | 0 | 0 | 0 | 1,485 |
| % of Totals | 0% | 0% | 1% | 6% | 22% | 38% | 25% | 7% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 675 | 810 | 1,485 |

DAILY TOTALS

### 15-Minutes Interval

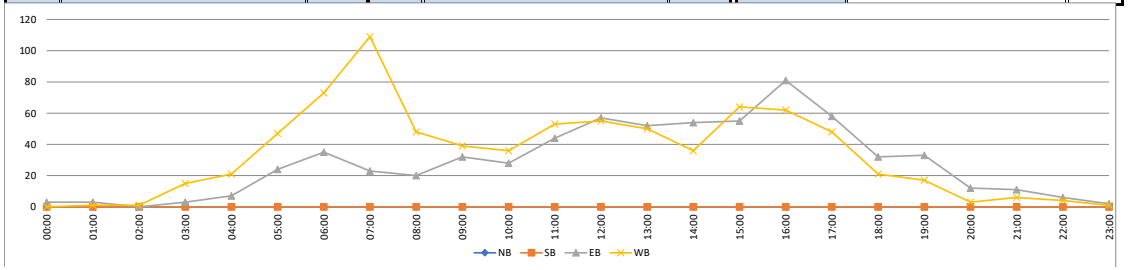
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 14 | 14 | 28 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 19 | 17 | 36 |
| 0:30 | | | 2 | 0 | 2 | 12:30 | | | 10 | 10 | 20 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 14 | 14 | 28 |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 20 | 12 | 32 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 10 | 11 | 21 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 13 | 18 | 31 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 9 | 9 | 18 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 17 | 12 | 29 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 8 | 6 | 14 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 18 | 3 | 21 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 11 | 15 | 26 |
| 3:00 | | | 1 | 5 | 6 | 15:00 | | | 20 | 10 | 30 |
| 3:15 | | | 0 | 4 | 4 | 15:15 | | | 14 | 11 | 25 |
| 3:30 | | | 1 | 2 | 3 | 15:30 | | | 10 | 13 | 23 |
| 3:45 | | | 1 | 4 | 5 | 15:45 | | | 11 | 30 | 41 |
| 4:00 | | | 0 | 4 | 4 | 16:00 | | | 24 | 12 | 36 |
| 4:15 | | | 2 | 3 | 5 | 16:15 | | | 20 | 17 | 37 |
| 4:30 | | | 3 | 5 | 8 | 16:30 | | | 20 | 16 | 36 |
| 4:45 | | | 2 | 9 | 11 | 16:45 | | | 17 | 17 | 34 |
| 5:00 | | | 4 | 12 | 16 | 17:00 | | | 18 | 12 | 30 |
| 5:15 | | | 4 | 7 | 11 | 17:15 | | | 9 | 15 | 24 |
| 5:30 | | | 8 | 15 | 23 | 17:30 | | | 11 | 7 | 18 |
| 5:45 | | | 8 | 13 | 21 | 17:45 | | | 20 | 14 | 34 |
| 6:00 | | | 7 | 19 | 26 | 18:00 | | | 8 | 4 | 12 |
| 6:15 | | | 11 | 16 | 27 | 18:15 | | | 9 | 3 | 12 |
| 6:30 | | | 8 | 17 | 25 | 18:30 | | | 10 | 4 | 14 |
| 6:45 | | | 9 | 21 | 30 | 18:45 | | | 5 | 10 | 15 |
| 7:00 | | | 6 | 27 | 33 | 19:00 | | | 11 | 3 | 14 |
| 7:15 | | | 6 | 20 | 26 | 19:15 | | | 6 | 3 | 9 |
| 7:30 | | | 6 | 30 | 36 | 19:30 | | | 9 | 7 | 16 |
| 7:45 | | | 5 | 32 | 37 | 19:45 | | | 7 | 4 | 11 |
| 8:00 | | | 5 | 11 | 16 | 20:00 | | | 5 | 0 | 5 |
| 8:15 | | | 6 | 13 | 19 | 20:15 | | | 5 | 1 | 6 |
| 8:30 | | | 5 | 12 | 17 | 20:30 | | | 2 | 1 | 3 |
| 8:45 | | | 4 | 12 | 16 | 20:45 | | | 0 | 1 | 1 |
| 9:00 | | | 7 | 14 | 21 | 21:00 | | | 6 | 3 | 9 |
| 9:15 | | | 9 | 7 | 16 | 21:15 | | | 1 | 2 | 3 |
| 9:30 | | | 8 | 11 | 19 | 21:30 | | | 4 | 0 | 4 |
| 9:45 | | | 8 | 7 | 15 | 21:45 | | | 0 | 1 | 1 |
| 10:00 | | | 5 | 11 | 16 | 22:00 | | | 1 | 1 | 2 |
| 10:15 | | | 8 | 7 | 15 | 22:15 | | | 0 | 0 | 0 |
| 10:30 | | | 4 | 9 | 13 | 22:30 | | | 5 | 3 | 8 |
| 10:45 | | | 11 | 9 | 20 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 7 | 15 | 22 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 11 | 10 | 21 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 12 | 15 | 27 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 14 | 13 | 27 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 222 | 443 | 665 | TOTALS | 0 | 0 | 453 | 367 | 820 |
| SPLIT % | 0% | 0% | 33% | 67% | 45% | SPLIT % | 0% | 0% | 55% | 45% | 55% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 0 | 3 |
| 01:00 | 02:00 | | | 3 | 1 | 4 |
| 02:00 | 03:00 | | | 0 | 1 | 1 |
| 03:00 | 04:00 | | | 3 | 15 | 18 |
| 04:00 | 05:00 | | | 7 | 21 | 28 |
| 05:00 | 06:00 | | | 24 | 47 | 71 |
| 06:00 | 07:00 | | | 35 | 73 | 108 |
| 07:00 | 08:00 | | | 23 | 109 | 132 |
| 08:00 | 09:00 | | | 20 | 48 | 68 |
| 09:00 | 10:00 | | | 32 | 39 | 71 |
| 10:00 | 11:00 | | | 28 | 36 | 64 |
| 11:00 | 12:00 | | | 44 | 53 | 97 |
| 12:00 | 13:00 | | | 57 | 55 | 112 |
| 13:00 | 14:00 | | | 52 | 50 | 102 |
| 14:00 | 15:00 | | | 54 | 36 | 90 |
| 15:00 | 16:00 | | | 55 | 64 | 119 |
| 16:00 | 17:00 | | | 81 | 62 | 143 |
| 17:00 | 18:00 | | | 58 | 48 | 106 |
| 18:00 | 19:00 | | | 32 | 21 | 53 |
| 19:00 | 20:00 | | | 33 | 17 | 50 |
| 20:00 | 21:00 | | | 12 | 3 | 15 |
| 21:00 | 22:00 | | | 11 | 6 | 17 |
| 22:00 | 23:00 | | | 6 | 4 | 10 |
| 23:00 | 00:00 | | | 2 | 1 | 3 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 222 | 443 | 665 |
| Peak Hour | | | 11:00 | 7:00 | 7:00 |
| Peak Volume | | | 44 | 109 | 132 |
| Peak Hour Factor | | | 0.786 | 0.852 | 0.892 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 453 | 367 | 820 |
| Peak Hour | | | 16:00 | 15:45 | 15:45 |
| Peak Volume | | | 81 | 75 | 150 |
| Peak Hour Factor | | | 0.844 | 0.625 | 0.915 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 43 | 157 | 200 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 23 | 109 | 132 |
| Peak Hour Factor | | | 0.958 | 0.852 | 0.892 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 139 | 110 | 249 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 81 | 62 | 143 |
| Peak Hour Factor | | | 0.844 | 0.912 | 0.966 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 0 | 5 | 9 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:00 | 0 | 0 | 0 | 4 | 11 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:00 | 0 | 0 | 1 | 2 | 6 | 11 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 0 | 0 | 4 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 0 | 2 | 3 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 1 | 0 | 0 | 3 | 13 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:00 | 1 | 0 | 1 | 9 | 18 | 24 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 63 |
| 12:00 | 0 | 0 | 0 | 15 | 13 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 0 | 0 | 3 | 8 | 18 | 23 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:00 | 0 | 1 | 0 | 3 | 15 | 14 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 46 |
| 15:00 | 0 | 0 | 0 | 3 | 12 | 29 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 0 | 1 | 1 | 5 | 20 | 38 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 82 |
| 17:00 | 0 | 0 | 1 | 7 | 13 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 1 | 0 | 0 | 4 | 17 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 19:00 | 0 | 0 | 0 | 5 | 11 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 20:00 | 0 | 0 | 1 | 1 | 2 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 21:00 | 0 | 0 | 0 | 1 | 6 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 2 | 11 | 86 | 213 | 275 | 112 | 20 | 4 | 0 | 0 | 0 | 0 | 726 |
| % of Totals | 0% | 0% | 2% | 12% | 29% | 38% | 15% | 3% | 1% | | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 14 |
| 4:00 | 0 | 0 | 0 | 0 | 6 | 9 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 29 |
| 5:00 | 0 | 0 | 0 | 1 | 8 | 13 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 38 |
| 6:00 | 0 | 1 | 0 | 1 | 6 | 34 | 24 | 10 | 1 | 0 | 0 | 0 | 0 | 77 |
| 7:00 | 0 | 0 | 0 | 3 | 16 | 50 | 37 | 5 | 1 | 0 | 0 | 0 | 0 | 112 |
| 8:00 | 0 | 0 | 0 | 3 | 12 | 15 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 60 |
| 9:00 | 0 | 0 | 0 | 1 | 7 | 12 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 40 |
| 10:00 | 0 | 0 | 0 | 1 | 10 | 13 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 45 |
| 11:00 | 1 | 0 | 1 | 5 | 14 | 29 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 75 |
| 12:00 | 0 | 0 | 2 | 5 | 6 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 13:00 | 0 | 0 | 1 | 4 | 10 | 14 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 51 |
| 14:00 | 0 | 0 | 0 | 1 | 4 | 15 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:00 | 1 | 0 | 0 | 1 | 6 | 34 | 27 | 10 | 3 | 0 | 0 | 0 | 0 | 82 |
| 16:00 | 2 | 0 | 2 | 1 | 7 | 27 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 72 |
| 17:00 | 0 | 1 | 0 | 2 | 8 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 31 |
| 18:00 | 1 | 0 | 0 | 0 | 4 | 19 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 39 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 2 | 6 | 30 | 130 | 334 | 270 | 80 | 18 | 0 | 0 | 0 | 0 | 875 |
| % of Totals | 1% | 0% | 1% | 3% | 15% | 38% | 31% | 9% | 2% | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 1 | 2 | 1 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 0 | 0 | 1 | 10 | 10 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 37 |
| 5:00 | 0 | 0 | 0 | 6 | 17 | 20 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 64 |
| 6:00 | 0 | 1 | 0 | 5 | 17 | 45 | 34 | 10 | 1 | 0 | 0 | 0 | 0 | 113 |
| 7:00 | 0 | 0 | 1 | 5 | 22 | 61 | 41 | 7 | 2 | 0 | 0 | 0 | 0 | 139 |
| 8:00 | 0 | 0 | 0 | 7 | 19 | 23 | 24 | 5 | 2 | 0 | 0 | 0 | 0 | 80 |
| 9:00 | 0 | 0 | 2 | 4 | 19 | 20 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 67 |
| 10:00 | 1 | 0 | 0 | 4 | 23 | 27 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 79 |
| 11:00 | 2 | 0 | 2 | 14 | 32 | 53 | 24 | 10 | 1 | 0 | 0 | 0 | 0 | 138 |
| 12:00 | 0 | 0 | 2 | 20 | 19 | 36 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 87 |
| 13:00 | 0 | 0 | 4 | 12 | 28 | 37 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 117 |
| 14:00 | 0 | 1 | 0 | 4 | 19 | 29 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 85 |
| 15:00 | 1 | 0 | 0 | 4 | 18 | 63 | 39 | 12 | 3 | 0 | 0 | 0 | 0 | 140 |
| 16:00 | 2 | 1 | 3 | 6 | 27 | 65 | 40 | 9 | 1 | 0 | 0 | 0 | 0 | 154 |
| 17:00 | 0 | 1 | 1 | 9 | 21 | 33 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 79 |
| 18:00 | 2 | 0 | 0 | 4 | 21 | 40 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 0 | 0 | 0 | 5 | 14 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:00 | 0 | 0 | 1 | 1 | 3 | 11 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 0 | 0 | 1 | 7 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 8 | 4 | 17 | 116 | 343 | 609 | 382 | 100 | 22 | 0 | 0 | 0 | 0 | 1,601 |
| % of Totals | 0% | 0% | 1% | 7% | 21% | 38% | 24% | 6% | 1% | | | | | 100% |

### STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 0 | 5 | 33 | 84 | 89 | 34 | 9 | 1 | 0 | 0 | 0 | 0 | 257 |
| % | 0% | 0% | 1% | 5% | 12% | 12% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 10:45 | 0:00 | 9:00 | 11:30 | 10:30 | 11:15 | 6:00 | 10:45 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| Peak Volume | 2 | 0 | 2 | 18 | 20 | 26 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 65 |
| 12:00 - 24:00 | 1 | 2 | 6 | 53 | 129 | 186 | 78 | 11 | 3 | 0 | 0 | 0 | 0 | 469 |
| % | 0% | 0% | 1% | 7% | 18% | 26% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 17:15 | 14:00 | 13:00 | 12:00 | 15:45 | 16:00 | 15:45 | 13:45 | 20:15 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 1 | 1 | 3 | 15 | 23 | 38 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 84 |
| 07:00 - 09:00 | 0 | 0 | 1 | 6 | 13 | 19 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 47 |
| % | 0% | 0% | 0% | 1% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 5 | 10 | 11 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 27 |
| 16:00 - 18:00 | 0 | 1 | 2 | 12 | 33 | 59 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 130 |
| % | 0% | 0% | 0% | 2% | 5% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 1 | 7 | 22 | 38 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 82 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 1 | 16 | 80 | 183 | 160 | 45 | 11 | 0 | 0 | 0 | 0 | 498 |
| % | 0% | 0% | 0% | 2% | 11% | 25% | 22% | 6% | 2% | 0% | 0% | 0% | 0% | 69% |
| Peak Hour | 10:45 | 6:00 | 11:30 | 11:15 | 10:45 | 6:45 | 7:00 | 6:00 | 7:15 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 1 | 1 | 2 | 6 | 17 | 55 | 37 | 10 | 2 | 0 | 0 | 0 | 0 | 112 |
| 12:00 - 24:00 | 4 | 1 | 5 | 14 | 50 | 151 | 110 | 35 | 7 | 0 | 0 | 0 | 0 | 377 |
| % | 1% | 0% | 1% | 2% | 7% | 21% | 15% | 5% | 1% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 16:00 | 17:00 | 12:15 | 12:00 | 13:00 | 15:00 | 15:00 | 15:45 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:00 |
| Peak Volume | 2 | 1 | 3 | 5 | 10 | 34 | 27 | 13 | 3 | 0 | 0 | 0 | 0 | 82 |
| 07:00 - 09:00 | 0 | 0 | 0 | 6 | 28 | 65 | 60 | 10 | 3 | 0 | 0 | 0 | 0 | 172 |
| % | 0% | 0% | 0% | 1% | 4% | 9% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 16 | 50 | 37 | 8 | 2 | 0 | 0 | 0 | 0 | 112 |
| 16:00 - 18:00 | 2 | 1 | 2 | 3 | 15 | 39 | 30 | 10 | 1 | 0 | 0 | 0 | 0 | 103 |
| % | 0% | 0% | 0% | 0% | 2% | 5% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 1 | 2 | 3 | 9 | 27 | 24 | 9 | 1 | 0 | 0 | 0 | 0 | 72 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 1 | 6 | 49 | 164 | 272 | 194 | 54 | 12 | 0 | 0 | 0 | 0 | 755 |
| % | 0% | 0% | 1% | 7% | 23% | 37% | 27% | 7% | 2% | 0% | 0% | 0% | 0% | 104% |
| Peak Hour | 10:45 | 6:00 | 11:30 | 11:30 | 10:45 | 6:45 | 7:00 | 6:00 | 7:15 | 0:00 | 0:00 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 3 | 1 | 3 | 23 | 36 | 66 | 41 | 10 | 3 | 0 | 0 | 0 | 0 | 139 |
| 12:00 - 24:00 | 5 | 3 | 11 | 67 | 179 | 337 | 188 | 46 | 10 | 0 | 0 | 0 | 0 | 846 |
| % | 1% | 0% | 2% | 9% | 25% | 46% | 26% | 6% | 1% | 0% | 0% | 0% | 0% | 117% |
| Peak Hour | 16:00 | 14:00 | 12:15 | 12:00 | 16:30 | 15:45 | 15:45 | 15:30 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 2 | 1 | 5 | 20 | 31 | 65 | 43 | 14 | 3 | 0 | 0 | 0 | 0 | 165 |
| 07:00 - 09:00 | 0 | 0 | 1 | 12 | 41 | 84 | 65 | 12 | 4 | 0 | 0 | 0 | 0 | 219 |
| % | 0% | 0% | 0% | 2% | 6% | 12% | 9% | 2% | 1% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 1 | 8 | 26 | 61 | 41 | 9 | 3 | 0 | 0 | 0 | 0 | 139 |
| 16:00 - 18:00 | 2 | 2 | 4 | 15 | 48 | 98 | 52 | 10 | 2 | 0 | 0 | 0 | 0 | 233 |
| % | 0% | 0% | 1% | 2% | 7% | 13% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:30 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 1 | 3 | 10 | 31 | 65 | 40 | 9 | 2 | 0 | 0 | 0 | 0 | 154 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 30 | 36 | 36 | 41 | 44 | 726 |
| WESTBOUND | 33 | 39 | 39 | 44 | 48 | 875 |
| TOTALS | 31 | 38 | 37 | 43 | 47 | 1601 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:45 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 0 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 7:30 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 1 | 0 | 0 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 0 | 1 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 0 | 2 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 1 | 0 | 1 | 3 | 2 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 | 0 | 0 | 0 | 3 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 0 | 6 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 0 | 0 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 2 | 1 | 3 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:15 | 0 | 0 | 0 | 1 | 7 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 0 | 0 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 0 | 1 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 0 | 0 | 2 | 6 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 1 | 0 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:30 | 0 | 0 | 0 | 1 | 3 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 0 | 0 | 2 | 7 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 1 | 0 | 2 | 3 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:15 | 0 | 0 | 1 | 3 | 4 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 0 | 9 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 0 | 0 | 0 | 4 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 0 | 4 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:15 | 0 | 0 | 1 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 0 | 0 | 0 | 2 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 1 | 0 | 0 | 1 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 0 | 0 | 2 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:45 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:15 | 0 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 2 | 11 | 86 | 213 | 275 | 112 | 20 | 4 | 0 | 0 | 0 | 0 | 726 |
| % of Totals | 0% | 0% | 2% | 12% | 29% | 38% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 | 0 | 0 | 0 | 0 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 15 |
| 6:45 | 0 | 1 | 0 | 1 | 2 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:00 | 0 | 0 | 0 | 2 | 7 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:15 | 0 | 0 | 0 | 1 | 2 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:45 | 0 | 0 | 0 | 0 | 6 | 8 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 30 |
| 8:00 | 0 | 0 | 0 | 3 | 6 | 4 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 24 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 0 | 0 | 0 | 4 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 3 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 18 |
| 11:30 | 1 | 0 | 1 | 1 | 8 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 0 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 1 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 0 | 1 | 3 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:15 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:00 | 1 | 0 | 0 | 1 | 3 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 0 | 0 | 3 | 10 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:30 | 1 | 0 | 2 | 0 | 2 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:45 | 1 | 0 | 0 | 1 | 4 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 1 | 0 | 0 | 0 | 2 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 2 | 6 | 30 | 130 | 334 | 270 | 80 | 18 | 0 | 0 | 0 | 0 | 875 |
| % of Totals | 1% | 0% | 1% | 3% | 15% | 38% | 31% | 9% | 2% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 0 | 0 | 0 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 0 | 0 | 0 | 1 | 5 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:30 | 0 | 0 | 0 | 4 | 5 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:45 | 0 | 0 | 0 | 1 | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 0 | 0 | 2 | 5 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:15 | 0 | 0 | 0 | 1 | 4 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 6:30 | 0 | 0 | 0 | 1 | 2 | 6 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 23 |
| 6:45 | 0 | 1 | 0 | 1 | 6 | 15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:00 | 0 | 0 | 0 | 2 | 8 | 22 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 | 0 | 0 | 0 | 1 | 4 | 19 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 34 |
| 7:30 | 0 | 0 | 0 | 1 | 1 | 10 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 0 | 1 | 1 | 9 | 10 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 39 |
| 8:00 | 0 | 0 | 0 | 4 | 8 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 28 |
| 8:15 | 0 | 0 | 0 | 1 | 3 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | 0 | 0 | 0 | 2 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 0 | 0 | 0 | 3 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 0 | 0 | 0 | 7 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:30 | 0 | 0 | 1 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 1 | 2 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 0 | 2 | 1 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 0 | 0 | 1 | 5 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:30 | 0 | 0 | 0 | 1 | 7 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 1 | 0 | 0 | 0 | 10 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 0 | 0 | 4 | 9 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:15 | 0 | 0 | 0 | 3 | 7 | 10 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 34 |
| 11:30 | 2 | 0 | 2 | 4 | 10 | 19 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:45 | 0 | 0 | 0 | 3 | 6 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 0 | 0 | 10 | 5 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 0 | 0 | 1 | 6 | 2 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 0 | 0 | 1 | 4 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 0 | 0 | 0 | 6 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 0 | 3 | 4 | 4 | 11 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:15 | 0 | 0 | 0 | 2 | 9 | 10 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:30 | 0 | 0 | 0 | 6 | 9 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:45 | 0 | 0 | 1 | 0 | 6 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 0 | 0 | 0 | 1 | 4 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 0 | 0 | 0 | 2 | 6 | 10 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:45 | 0 | 1 | 0 | 1 | 6 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 1 | 0 | 0 | 1 | 3 | 22 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:30 | 0 | 0 | 0 | 1 | 3 | 13 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 29 |
| 15:45 | 0 | 0 | 0 | 2 | 10 | 13 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 0 | 1 | 0 | 2 | 4 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 0 | 0 | 1 | 3 | 4 | 21 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:30 | 1 | 0 | 2 | 0 | 11 | 16 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 47 |
| 16:45 | 1 | 0 | 0 | 1 | 8 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 0 | 0 | 5 | 4 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 0 | 1 | 2 | 8 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 0 | 0 | 2 | 6 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:45 | 0 | 1 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 2 | 0 | 0 | 1 | 4 | 6 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:15 | 0 | 0 | 0 | 1 | 5 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 0 | 0 | 2 | 6 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 0 | 0 | 0 | 6 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 0 | 0 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 8 | 4 | 17 | 116 | 343 | 609 | 382 | 100 | 22 | 0 | 0 | 0 | 0 | 1,601 |
| % of Totals | 0% | 0% | 1% | 7% | 21% | 38% | 24% | 6% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 726 | 875 | 1,601 | |

### 15-Minutes Interval

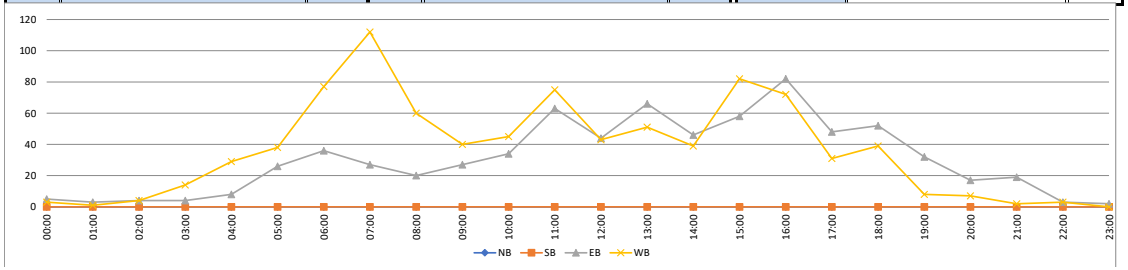
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 16 | 11 | 27 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 11 | 11 | 22 |
| 0:30 | | | 3 | 0 | 3 | 12:30 | | | 10 | 9 | 19 |
| 0:45 | | | 1 | 2 | 3 | 12:45 | | | 7 | 12 | 19 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 24 | 13 | 37 |
| 1:15 | | | 1 | 1 | 2 | 13:15 | | | 16 | 14 | 30 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 17 | 13 | 30 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 9 | 11 | 20 |
| 2:00 | | | 0 | 1 | 1 | 14:00 | | | 5 | 6 | 11 |
| 2:15 | | | 3 | 0 | 3 | 14:15 | | | 9 | 8 | 17 |
| 2:30 | | | 1 | 2 | 3 | 14:30 | | | 19 | 13 | 32 |
| 2:45 | | | 0 | 1 | 1 | 14:45 | | | 13 | 12 | 25 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 17 | 21 | 38 |
| 3:15 | | | 0 | 2 | 2 | 15:15 | | | 7 | 22 | 29 |
| 3:30 | | | 1 | 6 | 7 | 15:30 | | | 17 | 12 | 29 |
| 3:45 | | | 3 | 5 | 8 | 15:45 | | | 17 | 27 | 44 |
| 4:00 | | | 2 | 6 | 8 | 16:00 | | | 21 | 10 | 31 |
| 4:15 | | | 1 | 4 | 5 | 16:15 | | | 21 | 22 | 43 |
| 4:30 | | | 3 | 5 | 8 | 16:30 | | | 25 | 22 | 47 |
| 4:45 | | | 2 | 14 | 16 | 16:45 | | | 15 | 18 | 33 |
| 5:00 | | | 7 | 10 | 17 | 17:00 | | | 15 | 7 | 22 |
| 5:15 | | | 5 | 7 | 12 | 17:15 | | | 12 | 12 | 24 |
| 5:30 | | | 9 | 8 | 17 | 17:30 | | | 17 | 6 | 23 |
| 5:45 | | | 5 | 13 | 18 | 17:45 | | | 4 | 6 | 10 |
| 6:00 | | | 9 | 17 | 26 | 18:00 | | | 13 | 12 | 25 |
| 6:15 | | | 9 | 20 | 29 | 18:15 | | | 13 | 10 | 23 |
| 6:30 | | | 8 | 15 | 23 | 18:30 | | | 15 | 8 | 23 |
| 6:45 | | | 10 | 25 | 35 | 18:45 | | | 11 | 9 | 20 |
| 7:00 | | | 6 | 35 | 41 | 19:00 | | | 9 | 2 | 11 |
| 7:15 | | | 8 | 26 | 34 | 19:15 | | | 10 | 3 | 13 |
| 7:30 | | | 4 | 21 | 25 | 19:30 | | | 9 | 1 | 10 |
| 7:45 | | | 9 | 30 | 39 | 19:45 | | | 4 | 2 | 6 |
| 8:00 | | | 4 | 24 | 28 | 20:00 | | | 3 | 0 | 3 |
| 8:15 | | | 6 | 11 | 17 | 20:15 | | | 4 | 2 | 6 |
| 8:30 | | | 6 | 9 | 15 | 20:30 | | | 9 | 0 | 9 |
| 8:45 | | | 4 | 16 | 20 | 20:45 | | | 1 | 5 | 6 |
| 9:00 | | | 6 | 11 | 17 | 21:00 | | | 15 | 0 | 15 |
| 9:15 | | | 8 | 15 | 23 | 21:15 | | | 1 | 0 | 1 |
| 9:30 | | | 6 | 6 | 12 | 21:30 | | | 2 | 1 | 3 |
| 9:45 | | | 7 | 8 | 15 | 21:45 | | | 1 | 1 | 2 |
| 10:00 | | | 5 | 11 | 16 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 11 | 8 | 19 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 6 | 12 | 18 | 22:30 | | | 2 | 1 | 3 |
| 10:45 | | | 12 | 14 | 26 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 14 | 16 | 30 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 16 | 18 | 34 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 18 | 30 | 48 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 15 | 11 | 26 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 257 | 498 | 755 | TOTALS | 0 | 0 | 469 | 377 | 846 |
| SPLIT % | 0% | 0% | 34% | 66% | 47% | SPLIT % | 0% | 0% | 55% | 45% | 53% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 5 | 3 | 8 |
| 01:00 | 02:00 | | | 3 | 1 | 4 |
| 02:00 | 03:00 | | | 4 | 4 | 8 |
| 03:00 | 04:00 | | | 4 | 14 | 18 |
| 04:00 | 05:00 | | | 8 | 29 | 37 |
| 05:00 | 06:00 | | | 26 | 38 | 64 |
| 06:00 | 07:00 | | | 36 | 77 | 113 |
| 07:00 | 08:00 | | | 27 | 112 | 139 |
| 08:00 | 09:00 | | | 20 | 60 | 80 |
| 09:00 | 10:00 | | | 27 | 40 | 67 |
| 10:00 | 11:00 | | | 34 | 45 | 79 |
| 11:00 | 12:00 | | | 63 | 75 | 138 |
| 12:00 | 13:00 | | | 44 | 43 | 87 |
| 13:00 | 14:00 | | | 66 | 51 | 117 |
| 14:00 | 15:00 | | | 46 | 39 | 85 |
| 15:00 | 16:00 | | | 58 | 82 | 140 |
| 16:00 | 17:00 | | | 82 | 72 | 154 |
| 17:00 | 18:00 | | | 48 | 31 | 79 |
| 18:00 | 19:00 | | | 52 | 39 | 91 |
| 19:00 | 20:00 | | | 32 | 8 | 40 |
| 20:00 | 21:00 | | | 17 | 7 | 24 |
| 21:00 | 22:00 | | | 19 | 2 | 21 |
| 22:00 | 23:00 | | | 3 | 3 | 6 |
| 23:00 | 00:00 | | | 2 | 0 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 257 | 498 | 755 |
| Peak Hour | | | 11:00 | 7:00 | 7:00 |
| Peak Volume | | | 63 | 112 | 139 |
| Peak Hour Factor | | | 0.875 | 0.800 | 0.848 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 469 | 377 | 846 |
| Peak Hour | | | 15:45 | 15:00 | 15:45 |
| Peak Volume | | | 84 | 82 | 165 |
| Peak Hour Factor | | | 0.840 | 0.759 | 0.878 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 47 | 172 | 219 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 27 | 112 | 139 |
| Peak Hour Factor | | | 0.750 | 0.800 | 0.848 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 130 | 103 | 233 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 82 | 72 | 154 |
| Peak Hour Factor | | | 0.820 | 0.818 | 0.819 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 1 | 1 | 3 | 6 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 0 | 0 | 1 | 10 | 14 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 32 |
| 7:00 | 0 | 0 | 1 | 4 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:00 | 0 | 0 | 3 | 0 | 10 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 0 | 0 | 4 | 10 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 0 | 0 | 3 | 17 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 1 | 0 | 1 | 10 | 14 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 1 | 0 | 2 | 12 | 27 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 13:00 | 0 | 1 | 1 | 6 | 27 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 63 |
| 14:00 | 0 | 0 | 1 | 7 | 25 | 21 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 71 |
| 15:00 | 0 | 2 | 1 | 6 | 33 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 16:00 | 1 | 0 | 3 | 7 | 20 | 28 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 72 |
| 17:00 | 0 | 0 | 0 | 6 | 17 | 18 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 0 | 0 | 2 | 0 | 13 | 17 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 0 | 1 | 2 | 8 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 0 | 1 | 1 | 7 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 3 | 4 | 18 | 77 | 271 | 281 | 90 | 10 | 5 | 3 | 0 | 0 | 0 | 762 |
| % of Totals | 0% | 1% | 2% | 10% | 36% | 37% | 12% | 1% | 1% | 0% | | | | 100% |

**WESTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 12 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 22 |
| 5:00 | 0 | 0 | 0 | 1 | 9 | 19 | 9 | 4 | 1 | 0 | 1 | 0 | 0 | 44 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 33 | 29 | 4 | 2 | 1 | 0 | 0 | 0 | 73 |
| 7:00 | 0 | 0 | 0 | 1 | 23 | 46 | 42 | 3 | 2 | 0 | 0 | 0 | 0 | 117 |
| 8:00 | 0 | 0 | 2 | 3 | 12 | 22 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 60 |
| 9:00 | 0 | 0 | 0 | 0 | 10 | 17 | 22 | 5 | 3 | 0 | 1 | 0 | 0 | 58 |
| 10:00 | 0 | 1 | 0 | 3 | 14 | 21 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:00 | 0 | 1 | 0 | 6 | 16 | 15 | 12 | 3 | 1 | 0 | 1 | 0 | 0 | 55 |
| 12:00 | 0 | 0 | 5 | 5 | 17 | 22 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 64 |
| 13:00 | 0 | 0 | 1 | 3 | 9 | 18 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 0 | 0 | 1 | 0 | 14 | 38 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 84 |
| 15:00 | 0 | 1 | 0 | 2 | 10 | 24 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 60 |
| 16:00 | 0 | 1 | 0 | 1 | 10 | 26 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 63 |
| 17:00 | 0 | 0 | 0 | 1 | 6 | 18 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 46 |
| 18:00 | 0 | 0 | 0 | 0 | 7 | 15 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 30 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 4 | 9 | 27 | 168 | 356 | 274 | 69 | 16 | 4 | 4 | 0 | 0 | 931 |
| % of Totals | | 0% | 1% | 3% | 18% | 38% | 29% | 7% | 2% | 0% | 0% | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 0 | 5 | 2 | 4 | 1 | 1 | 2 | 1 | 0 | 0 | 16 |
| 4:00 | 0 | 0 | 0 | 1 | 6 | 7 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 31 |
| 5:00 | 0 | 1 | 1 | 4 | 15 | 26 | 14 | 4 | 1 | 0 | 1 | 0 | 0 | 67 |
| 6:00 | 0 | 0 | 0 | 1 | 14 | 47 | 34 | 4 | 2 | 3 | 0 | 0 | 0 | 105 |
| 7:00 | 0 | 0 | 1 | 5 | 28 | 54 | 44 | 3 | 2 | 0 | 0 | 0 | 0 | 137 |
| 8:00 | 0 | 0 | 5 | 3 | 22 | 30 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 84 |
| 9:00 | 0 | 0 | 0 | 4 | 20 | 30 | 24 | 5 | 3 | 0 | 1 | 0 | 0 | 87 |
| 10:00 | 0 | 1 | 0 | 6 | 31 | 34 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 95 |
| 11:00 | 1 | 1 | 1 | 16 | 30 | 31 | 15 | 3 | 1 | 0 | 1 | 0 | 0 | 100 |
| 12:00 | 1 | 0 | 7 | 17 | 44 | 46 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 131 |
| 13:00 | 0 | 1 | 2 | 9 | 36 | 39 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 117 |
| 14:00 | 0 | 0 | 2 | 7 | 39 | 59 | 34 | 11 | 2 | 1 | 0 | 0 | 0 | 155 |
| 15:00 | 0 | 3 | 1 | 8 | 43 | 58 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 143 |
| 16:00 | 1 | 1 | 3 | 8 | 30 | 54 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 135 |
| 17:00 | 0 | 0 | 0 | 7 | 23 | 36 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 101 |
| 18:00 | 0 | 0 | 2 | 0 | 20 | 32 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 70 |
| 19:00 | 0 | 0 | 1 | 2 | 10 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 0 | 1 | 1 | 9 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 0 | 0 | 1 | 4 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 3 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 3 | 8 | 27 | 104 | 439 | 637 | 364 | 79 | 21 | 7 | 4 | 0 | 0 | 1,693 |
| % of Totals | 0% | 0% | 2% | 6% | 26% | 38% | 22% | 5% | 1% | 0% | 0% | | | 100% |

### STATISTICS

**EASTBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 1 | 6 | 27 | 84 | 85 | 24 | 1 | 0 | 2 | 0 | 0 | 0 | 231 |
| % | 0% | 0% | 1% | 4% | 11% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 11:30 | 4:45 | 7:45 | 11:30 | 11:30 | 11:45 | 5:00 | 9:15 | 0:00 | 6:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 2 | 1 | 3 | 14 | 18 | 27 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 2 | 3 | 12 | 50 | 187 | 196 | 66 | 9 | 5 | 1 | 0 | 0 | 0 | 531 |
| % | 0% | 0% | 2% | 7% | 25% | 26% | 9% | 1% | 1% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 12:00 | 14:45 | 16:00 | 12:00 | 12:45 | 14:45 | 16:30 | 13:45 | 13:30 | 14:00 | 12:00 | 12:00 | 12:00 | 15:00 |
| Peak Volume | 1 | 2 | 3 | 12 | 35 | 35 | 14 | 3 | 2 | 1 | 0 | 0 | 0 | 83 |
| 07:00 - 09:00 | 0 | 0 | 4 | 4 | 15 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| % | 0% | 0% | 1% | 1% | 2% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 7:45 | 7:30 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 0 | 3 | 4 | 10 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 - 18:00 | 1 | 0 | 3 | 13 | 37 | 46 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 127 |
| % | 0% | 0% | 0% | 2% | 5% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 17% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:30 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 3 | 7 | 20 | 29 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 72 |

**WESTBOUND**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 2 | 2 | 14 | 91 | 182 | 163 | 32 | 11 | 4 | 4 | 0 | 0 | 505 |
| % | 0% | 0% | 0% | 2% | 12% | 24% | 21% | 4% | 1% | 1% | 1% | 0% | 0% | 66% |
| Peak Hour | 0:00 | 9:30 | 11:45 | 11:15 | 7:00 | 7:15 | 6:45 | 4:15 | 6:30 | 3:00 | 2:45 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 0 | 1 | 5 | 11 | 23 | 47 | 44 | 6 | 3 | 2 | 1 | 0 | 0 | 117 |
| 12:00 - 24:00 | 0 | 2 | 7 | 13 | 77 | 174 | 111 | 37 | 5 | 0 | 0 | 0 | 0 | 426 |
| % | 0% | 0% | 1% | 2% | 10% | 23% | 15% | 5% | 1% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 12:00 | 14:15 | 12:00 | 12:00 | 12:00 | 13:30 | 13:30 | 14:30 | 17:30 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 0 | 1 | 5 | 5 | 17 | 42 | 27 | 9 | 2 | 0 | 0 | 0 | 0 | 94 |
| 07:00 - 09:00 | 0 | 0 | 2 | 4 | 35 | 68 | 59 | 6 | 2 | 1 | 0 | 0 | 0 | 177 |
| % | 0% | 0% | 0% | 1% | 5% | 9% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:30 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 23 | 47 | 42 | 3 | 2 | 1 | 0 | 0 | 0 | 117 |
| 16:00 - 18:00 | 0 | 1 | 0 | 2 | 16 | 44 | 38 | 6 | 2 | 0 | 0 | 0 | 0 | 109 |
| % | 0% | 0% | 0% | 0% | 2% | 6% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 0 | 2 | 10 | 26 | 21 | 4 | 1 | 0 | 0 | 0 | 0 | 63 |

**TOTALS**

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 3 | 8 | 41 | 175 | 267 | 187 | 33 | 11 | 6 | 4 | 0 | 0 | 736 |
| % | 0% | 0% | 1% | 5% | 23% | 35% | 25% | 4% | 1% | 1% | 1% | 0% | 0% | 97% |
| Peak Hour | 11:30 | 4:45 | 11:45 | 11:15 | 11:30 | 7:15 | 6:45 | 9:15 | 6:30 | 6:00 | 2:45 | 0:00 | 0:00 | 7:00 |
| Peak Volume | 2 | 1 | 7 | 24 | 37 | 56 | 48 | 7 | 3 | 3 | 1 | 0 | 0 | 137 |
| 12:00 - 24:00 | 2 | 5 | 19 | 63 | 264 | 370 | 177 | 46 | 10 | 1 | 0 | 0 | 0 | 957 |
| % | 0% | 1% | 2% | 8% | 35% | 49% | 23% | 6% | 1% | 0% | 0% | 0% | 0% | 126% |
| Peak Hour | 12:00 | 14:45 | 12:00 | 12:00 | 12:30 | 14:45 | 13:30 | 14:00 | 13:30 | 14:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 1 | 3 | 7 | 17 | 45 | 65 | 37 | 11 | 3 | 1 | 0 | 0 | 0 | 164 |
| 07:00 - 09:00 | 0 | 0 | 6 | 8 | 50 | 84 | 64 | 6 | 2 | 1 | 0 | 0 | 0 | 221 |
| % | 0% | 0% | 1% | 1% | 7% | 11% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 29% |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 5 | 5 | 28 | 56 | 44 | 3 | 2 | 1 | 0 | 0 | 0 | 137 |
| 16:00 - 18:00 | 1 | 1 | 3 | 15 | 53 | 90 | 61 | 9 | 3 | 0 | 0 | 0 | 0 | 236 |
| % | 0% | 0% | 0% | 2% | 7% | 12% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 31% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 1 | 3 | 8 | 30 | 54 | 33 | 6 | 2 | 0 | 0 | 0 | 0 | 135 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 30 | 35 | 35 | 40 | 44 | 762 |
| WESTBOUND | 33 | 39 | 39 | 44 | 48 | 931 |
| TOTALS | 31 | 37 | 37 | 43 | 47 | 1693 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:15 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 0 | 0 | 1 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:45 | 0 | 0 | 0 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:15 | 0 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 1 | 0 | 0 | 3 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 0 | 1 | 6 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 1 | 0 | 0 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 0 | 1 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 1 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 0 | 0 | 2 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 0 | 0 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 1 | 1 | 3 | 5 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 0 | 1 | 3 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 0 | 0 | 1 | 7 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 0 | 0 | 2 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 0 | 0 | 1 | 6 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 0 | 1 | 1 | 14 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:15 | 0 | 0 | 0 | 2 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 2 | 0 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 0 | 0 | 0 | 2 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 1 | 0 | 0 | 5 | 7 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 0 | 1 | 1 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 1 | 0 | 4 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:45 | 0 | 0 | 1 | 1 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 4 | 2 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 0 | 0 | 1 | 5 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:00 | 0 | 0 | 1 | 0 | 3 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 1 | 0 | 5 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:45 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 1 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 4 | 18 | 77 | 271 | 281 | 90 | 10 | 5 | 3 | 0 | 0 | 0 | 762 |
| % of Totals | 0% | 1% | 2% | 10% | 36% | 37% | 12% | 1% | 1% | 0% | 0% | 0% | 0% | 100% |

**WESTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 3:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:45 | 0 | 0 | 0 | 1 | 2 | 10 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 19 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 10 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 10 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 24 |
| 7:00 | 0 | 0 | 0 | 1 | 5 | 4 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:15 | 0 | 0 | 0 | 0 | 4 | 22 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 37 |
| 7:30 | 0 | 0 | 0 | 0 | 8 | 7 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 7:45 | 0 | 0 | 0 | 0 | 6 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 0 | 0 | 2 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 0 | 1 | 1 | 3 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:30 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 0 | 1 | 0 | 3 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 3 | 0 | 1 | 0 | 0 | 14 |
| 9:15 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 0 | 0 | 5 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 1 | 0 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:30 | 0 | 0 | 0 | 1 | 3 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:45 | 0 | 0 | 0 | 1 | 4 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 0 | 0 | 3 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 13 |
| 11:45 | 0 | 1 | 0 | 3 | 5 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 3 | 5 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 0 | 1 | 0 | 3 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 0 | 1 | 0 | 3 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:45 | 0 | 0 | 0 | 3 | 4 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 0 | 6 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:15 | 0 | 0 | 0 | 0 | 3 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:30 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 1 | 0 | 1 | 2 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 0 | 0 | 1 | 7 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 1 | 0 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 4 | 9 | 27 | 168 | 356 | 274 | 69 | 16 | 4 | 4 | 0 | 0 | 931 |
| % of Totals | 0% | 0% | 1% | 3% | 18% | 38% | 29% | 7% | 2% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 3:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:45 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 0 | 1 | 0 | 6 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 1 | 0 | 1 | 1 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:45 | 0 | 0 | 0 | 2 | 5 | 13 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 27 |
| 6:00 | 0 | 0 | 0 | 0 | 5 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:15 | 0 | 0 | 0 | 0 | 6 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 24 |
| 6:30 | 0 | 0 | 0 | 1 | 2 | 13 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 25 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 13 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 31 |
| 7:00 | 0 | 0 | 0 | 3 | 7 | 4 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:15 | 0 | 0 | 0 | 1 | 4 | 24 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 41 |
| 7:30 | 0 | 0 | 0 | 0 | 9 | 12 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| 7:45 | 0 | 0 | 1 | 1 | 8 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:00 | 0 | 0 | 1 | 2 | 7 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 0 | 1 | 1 | 4 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 0 | 1 | 0 | 6 | 6 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 20 |
| 8:45 | 0 | 0 | 2 | 0 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:00 | 0 | 0 | 0 | 2 | 3 | 9 | 6 | 1 | 3 | 0 | 1 | 0 | 0 | 25 |
| 9:15 | 0 | 0 | 0 | 1 | 6 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:30 | 0 | 0 | 0 | 1 | 2 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 0 | 0 | 0 | 9 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 0 | 0 | 1 | 9 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:15 | 0 | 1 | 0 | 2 | 7 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:30 | 0 | 0 | 0 | 1 | 5 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:45 | 0 | 0 | 0 | 2 | 10 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 0 | 3 | 5 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 0 | 0 | 6 | 8 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:30 | 0 | 0 | 1 | 1 | 8 | 9 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 22 |
| 11:45 | 1 | 1 | 0 | 6 | 9 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 33 |
| 12:00 | 0 | 0 | 4 | 11 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:15 | 1 | 0 | 1 | 4 | 9 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:30 | 0 | 0 | 2 | 1 | 7 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:45 | 0 | 0 | 0 | 1 | 17 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 0 | 1 | 2 | 11 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:15 | 0 | 0 | 0 | 0 | 10 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | 0 | 0 | 0 | 1 | 6 | 11 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 1 | 1 | 6 | 9 | 16 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 41 |
| 14:00 | 0 | 0 | 1 | 3 | 14 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:15 | 0 | 0 | 0 | 1 | 10 | 18 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 49 |
| 14:30 | 0 | 0 | 1 | 2 | 8 | 10 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:45 | 0 | 0 | 0 | 1 | 7 | 13 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 1 | 1 | 2 | 16 | 19 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 15:15 | 0 | 0 | 0 | 3 | 11 | 17 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:30 | 0 | 2 | 0 | 1 | 4 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:45 | 0 | 0 | 0 | 2 | 12 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 1 | 0 | 0 | 5 | 11 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:15 | 0 | 0 | 1 | 1 | 7 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:30 | 0 | 0 | 1 | 1 | 7 | 13 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 31 |
| 16:45 | 0 | 1 | 1 | 1 | 5 | 9 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 0 | 0 | 0 | 4 | 4 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 0 | 0 | 0 | 2 | 6 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 0 | 0 | 1 | 9 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 0 | 1 | 0 | 5 | 12 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 24 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 1 | 0 | 5 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 0 | 0 | 0 | 0 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 0 | 0 | 0 | 5 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 1 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 8 | 27 | 104 | 439 | 637 | 364 | 79 | 21 | 7 | 4 | 0 | 0 | 1,693 |
| % of Totals | 0% | 0% | 2% | 6% | 26% | 38% | 22% | 5% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 762 | 931 | 1,693 |

DAILY TOTALS

### 15-Minutes Interval

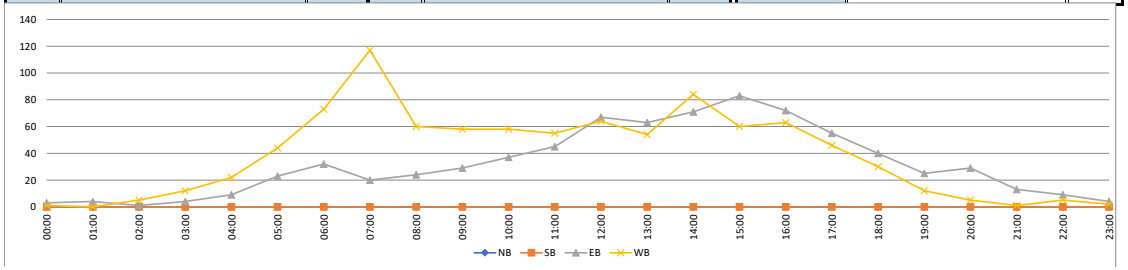
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 21 | 20 | 41 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 16 | 18 | 34 |
| 0:30 | | | 2 | 0 | 2 | 12:30 | | | 11 | 15 | 26 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 19 | 11 | 30 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 18 | 10 | 28 |
| 1:15 | | | 2 | 0 | 2 | 13:15 | | | 12 | 5 | 17 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 11 | 20 | 31 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 22 | 19 | 41 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 19 | 24 | 43 |
| 2:15 | | | 0 | 2 | 2 | 14:15 | | | 18 | 31 | 49 |
| 2:30 | | | 0 | 2 | 2 | 14:30 | | | 18 | 12 | 30 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 16 | 17 | 33 |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 29 | 20 | 49 |
| 3:15 | | | 2 | 1 | 3 | 15:15 | | | 17 | 22 | 39 |
| 3:30 | | | 1 | 4 | 5 | 15:30 | | | 16 | 13 | 29 |
| 3:45 | | | 1 | 6 | 7 | 15:45 | | | 21 | 5 | 26 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 24 | 20 | 44 |
| 4:15 | | | 2 | 6 | 8 | 16:15 | | | 17 | 13 | 30 |
| 4:30 | | | 1 | 9 | 10 | 16:30 | | | 18 | 13 | 31 |
| 4:45 | | | 6 | 6 | 12 | 16:45 | | | 13 | 17 | 30 |
| 5:00 | | | 3 | 11 | 14 | 17:00 | | | 17 | 13 | 30 |
| 5:15 | | | 5 | 4 | 9 | 17:15 | | | 14 | 11 | 25 |
| 5:30 | | | 7 | 10 | 17 | 17:30 | | | 7 | 7 | 14 |
| 5:45 | | | 8 | 19 | 27 | 17:45 | | | 17 | 15 | 32 |
| 6:00 | | | 10 | 15 | 25 | 18:00 | | | 17 | 7 | 24 |
| 6:15 | | | 10 | 14 | 24 | 18:15 | | | 1 | 9 | 10 |
| 6:30 | | | 5 | 20 | 25 | 18:30 | | | 15 | 6 | 21 |
| 6:45 | | | 7 | 24 | 31 | 18:45 | | | 7 | 8 | 15 |
| 7:00 | | | 5 | 26 | 31 | 19:00 | | | 14 | 5 | 19 |
| 7:15 | | | 4 | 37 | 41 | 19:15 | | | 1 | 4 | 5 |
| 7:30 | | | 6 | 25 | 31 | 19:30 | | | 5 | 1 | 6 |
| 7:45 | | | 5 | 29 | 34 | 19:45 | | | 5 | 2 | 7 |
| 8:00 | | | 7 | 14 | 21 | 20:00 | | | 14 | 0 | 14 |
| 8:15 | | | 4 | 19 | 23 | 20:15 | | | 5 | 0 | 5 |
| 8:30 | | | 8 | 12 | 20 | 20:30 | | | 5 | 4 | 9 |
| 8:45 | | | 5 | 15 | 20 | 20:45 | | | 5 | 1 | 6 |
| 9:00 | | | 11 | 14 | 25 | 21:00 | | | 7 | 0 | 7 |
| 9:15 | | | 6 | 13 | 19 | 21:15 | | | 3 | 0 | 3 |
| 9:30 | | | 4 | 12 | 16 | 21:30 | | | 3 | 0 | 3 |
| 9:45 | | | 8 | 19 | 27 | 21:45 | | | 0 | 1 | 1 |
| 10:00 | | | 12 | 12 | 24 | 22:00 | | | 3 | 0 | 3 |
| 10:15 | | | 8 | 14 | 22 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 7 | 17 | 24 | 22:30 | | | 4 | 1 | 5 |
| 10:45 | | | 10 | 15 | 25 | 22:45 | | | 2 | 2 | 4 |
| 11:00 | | | 9 | 12 | 21 | 23:00 | | | 1 | 1 | 2 |
| 11:15 | | | 9 | 15 | 24 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 9 | 13 | 22 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 18 | 15 | 33 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 231 | 505 | 736 | TOTALS | 0 | 0 | 531 | 426 | 957 |
| SPLIT % | 0% | 0% | 31% | 69% | 43% | SPLIT % | 0% | 0% | 55% | 45% | 57% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 1 | 4 |
| 01:00 | 02:00 | | | 4 | 0 | 4 |
| 02:00 | 03:00 | | | 1 | 5 | 6 |
| 03:00 | 04:00 | | | 4 | 12 | 16 |
| 04:00 | 05:00 | | | 9 | 22 | 31 |
| 05:00 | 06:00 | | | 23 | 44 | 67 |
| 06:00 | 07:00 | | | 32 | 73 | 105 |
| 07:00 | 08:00 | | | 20 | 117 | 137 |
| 08:00 | 09:00 | | | 24 | 60 | 84 |
| 09:00 | 10:00 | | | 29 | 58 | 87 |
| 10:00 | 11:00 | | | 37 | 58 | 95 |
| 11:00 | 12:00 | | | 45 | 55 | 100 |
| 12:00 | 13:00 | | | 67 | 64 | 131 |
| 13:00 | 14:00 | | | 63 | 54 | 117 |
| 14:00 | 15:00 | | | 71 | 84 | 155 |
| 15:00 | 16:00 | | | 83 | 60 | 143 |
| 16:00 | 17:00 | | | 72 | 63 | 135 |
| 17:00 | 18:00 | | | 55 | 46 | 101 |
| 18:00 | 19:00 | | | 40 | 30 | 70 |
| 19:00 | 20:00 | | | 25 | 12 | 37 |
| 20:00 | 21:00 | | | 29 | 5 | 34 |
| 21:00 | 22:00 | | | 13 | 1 | 14 |
| 22:00 | 23:00 | | | 9 | 5 | 14 |
| 23:00 | 00:00 | | | 4 | 2 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 231 | 505 | 736 |
| Peak Hour | | | 11:00 | 7:00 | 7:00 |
| Peak Volume | | | 45 | 117 | 137 |
| Peak Hour Factor | | | 0.625 | 0.791 | 0.835 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 531 | 426 | 957 |
| Peak Hour | | | 15:00 | 13:30 | 13:30 |
| Peak Volume | | | 83 | 94 | 164 |
| Peak Hour Factor | | | 0.716 | 0.758 | 0.837 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 44 | 177 | 221 |
| Peak Hour | | | 7:45 | 7:00 | 7:00 |
| Peak Volume | | | 24 | 117 | 137 |
| Peak Hour Factor | | | 0.750 | 0.791 | 0.835 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 127 | 109 | 236 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 72 | 63 | 135 |
| Peak Hour Factor | | | 0.750 | 0.788 | 0.767 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

**EASTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 0 | 2 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 0 | 2 | 1 | 16 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:00 | 0 | 0 | 0 | 3 | 11 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 1 | 1 | 0 | 7 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:00 | 0 | 0 | 2 | 3 | 11 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 0 | 0 | 1 | 8 | 11 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 0 | 2 | 12 | 15 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 49 |
| 12:00 | 0 | 0 | 4 | 7 | 15 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 0 | 0 | 0 | 4 | 26 | 16 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 56 |
| 14:00 | 0 | 1 | 2 | 2 | 19 | 24 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 64 |
| 15:00 | 0 | 0 | 3 | 3 | 28 | 27 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:00 | 0 | 2 | 1 | 8 | 22 | 30 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 81 |
| 17:00 | 1 | 0 | 1 | 5 | 21 | 18 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 0 | 0 | 1 | 10 | 15 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:00 | 0 | 0 | 0 | 2 | 12 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 0 | 0 | 2 | 4 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 0 | 0 | 2 | 6 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 5 | 20 | 76 | 255 | 250 | 97 | 21 | 4 | 3 | 0 | 0 | 0 | 732 |
| % of Totals | 0% | 1% | 3% | 10% | 35% | 34% | 13% | 3% | 1% | 0% | | | | 100% |

**WESTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 13 |
| 4:00 | 0 | 0 | 0 | 1 | 2 | 5 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 21 |
| 5:00 | 0 | 0 | 1 | 2 | 11 | 21 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 48 |
| 6:00 | 0 | 1 | 0 | 4 | 11 | 39 | 43 | 5 | 2 | 0 | 0 | 0 | 0 | 105 |
| 7:00 | 0 | 0 | 0 | 0 | 10 | 48 | 33 | 13 | 2 | 0 | 0 | 0 | 0 | 106 |
| 8:00 | 0 | 0 | 0 | 0 | 12 | 29 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | 67 |
| 9:00 | 0 | 0 | 0 | 2 | 4 | 20 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 0 | 1 | 1 | 15 | 15 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 53 |
| 11:00 | 0 | 0 | 1 | 6 | 14 | 31 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 74 |
| 12:00 | 0 | 0 | 0 | 0 | 14 | 21 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 51 |
| 13:00 | 0 | 2 | 0 | 0 | 8 | 17 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 2 | 0 | 0 | 2 | 9 | 25 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 56 |
| 15:00 | 1 | 0 | 0 | 2 | 6 | 18 | 27 | 7 | 3 | 0 | 0 | 0 | 0 | 64 |
| 16:00 | 0 | 1 | 0 | 2 | 8 | 25 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 66 |
| 17:00 | 1 | 4 | 3 | 1 | 5 | 6 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 31 |
| 18:00 | 0 | 0 | 0 | 1 | 5 | 12 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 2 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 8 | 8 | 24 | 140 | 350 | 279 | 79 | 29 | 0 | 0 | 0 | 0 | 921 |
| % of Totals | 0% | 1% | 1% | 3% | 15% | 38% | 30% | 9% | 3% | | | | | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 0 | 1 | 2 | 5 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 19 |
| 4:00 | 0 | 0 | 0 | 1 | 4 | 9 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 29 |
| 5:00 | 0 | 0 | 1 | 4 | 18 | 27 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 65 |
| 6:00 | 0 | 1 | 2 | 5 | 27 | 57 | 44 | 6 | 2 | 0 | 0 | 0 | 0 | 144 |
| 7:00 | 0 | 0 | 0 | 3 | 21 | 57 | 35 | 14 | 2 | 0 | 0 | 0 | 0 | 132 |
| 8:00 | 0 | 1 | 1 | 0 | 19 | 44 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 93 |
| 9:00 | 0 | 0 | 2 | 5 | 15 | 27 | 24 | 7 | 1 | 0 | 0 | 0 | 0 | 81 |
| 10:00 | 0 | 0 | 2 | 9 | 26 | 27 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 89 |
| 11:00 | 0 | 0 | 3 | 18 | 29 | 44 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 123 |
| 12:00 | 0 | 0 | 4 | 7 | 29 | 33 | 17 | 2 | 3 | 0 | 0 | 0 | 0 | 95 |
| 13:00 | 0 | 2 | 0 | 4 | 34 | 33 | 22 | 6 | 5 | 0 | 0 | 0 | 0 | 106 |
| 14:00 | 2 | 1 | 2 | 4 | 28 | 49 | 23 | 9 | 1 | 1 | 0 | 0 | 0 | 120 |
| 15:00 | 1 | 0 | 3 | 5 | 34 | 45 | 38 | 8 | 3 | 0 | 0 | 0 | 0 | 137 |
| 16:00 | 0 | 3 | 1 | 10 | 30 | 55 | 36 | 10 | 1 | 1 | 0 | 0 | 0 | 147 |
| 17:00 | 2 | 4 | 4 | 6 | 26 | 24 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 86 |
| 18:00 | 0 | 0 | 1 | 11 | 20 | 25 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 80 |
| 19:00 | 0 | 0 | 0 | 2 | 15 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 0 | 0 | 2 | 6 | 9 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 0 | 0 | 2 | 6 | 7 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 0 | 2 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 13 | 28 | 100 | 395 | 600 | 376 | 100 | 33 | 3 | 0 | 0 | 0 | 1,653 |
| % of Totals | 0% | 1% | 2% | 6% | 24% | 36% | 23% | 6% | 2% | 0% | | | | 100% |

### STATISTICS

**EASTBOUND**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 2 | 8 | 30 | 85 | 90 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 244 |
| | % | 0% | 0% | 1% | 4% | 12% | 12% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 33% |
| | Peak Hour | 0:00 | 2:45 | 9:30 | 11:15 | 11:15 | 6:00 | 11:15 | 6:15 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 |
| | Peak Volume | 0 | 1 | 3 | 13 | 17 | 18 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 53 |
| 12:00 - 24:00 | | 1 | 3 | 12 | 46 | 170 | 160 | 74 | 16 | 3 | 3 | 0 | 0 | 0 | 488 |
| | % | 0% | 0% | 2% | 6% | 23% | 22% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 67% |
| | Peak Hour | 16:45 | 15:30 | 12:00 | 17:45 | 14:45 | 14:30 | 16:00 | 14:00 | 12:45 | 13:15 | 12:00 | 12:00 | 12:00 | 16:00 |
| | Peak Volume | 1 | 2 | 4 | 11 | 31 | 34 | 15 | 6 | 2 | 1 | 0 | 0 | 0 | 81 |
| 07:00 - 09:00 | | 0 | 1 | 1 | 3 | 18 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| | % | 0% | 0% | 0% | 0% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| | Peak Hour | 7:00 | 7:15 | 7:15 | 7:00 | 7:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| | Peak Volume | 0 | 1 | 1 | 3 | 11 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 - 18:00 | | 1 | 2 | 2 | 13 | 43 | 48 | 21 | 4 | 1 | 1 | 0 | 0 | 0 | 136 |
| | % | 0% | 0% | 0% | 2% | 6% | 7% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 19% |
| | Peak Hour | 16:45 | 16:00 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 2 | 1 | 9 | 25 | 30 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 81 |

**WESTBOUND**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 1 | 3 | 16 | 79 | 212 | 171 | 44 | 15 | 0 | 0 | 0 | 0 | 541 |
| | % | 0% | 0% | 0% | 2% | 11% | 29% | 23% | 6% | 2% | 0% | 0% | 0% | 0% | 74% |
| | Peak Hour | 0:00 | 6:00 | 4:45 | 11:00 | 11:30 | 6:45 | 6:00 | 7:00 | 3:00 | 0:00 | 0:00 | 0:00 | 0:00 | 6:45 |
| | Peak Volume | 0 | 1 | 1 | 6 | 18 | 48 | 43 | 13 | 4 | 0 | 0 | 0 | 0 | 106 |
| 12:00 - 24:00 | | 4 | 7 | 5 | 8 | 61 | 138 | 108 | 35 | 14 | 0 | 0 | 0 | 0 | 380 |
| | % | 1% | 1% | 1% | 1% | 8% | 19% | 15% | 5% | 2% | 0% | 0% | 0% | 0% | 52% |
| | Peak Hour | 14:15 | 16:30 | 16:30 | 14:30 | 12:00 | 14:30 | 15:00 | 15:45 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 |
| | Peak Volume | 3 | 5 | 3 | 3 | 14 | 27 | 27 | 11 | 4 | 0 | 0 | 0 | 0 | 71 |
| 07:00 - 09:00 | | 0 | 0 | 0 | 0 | 22 | 77 | 55 | 16 | 3 | 0 | 0 | 0 | 0 | 173 |
| | % | 0% | 0% | 0% | 0% | 3% | 11% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 24% |
| | Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 0 | 0 | 0 | 13 | 48 | 33 | 13 | 2 | 0 | 0 | 0 | 0 | 106 |
| 16:00 - 18:00 | | 1 | 5 | 3 | 3 | 13 | 31 | 30 | 9 | 2 | 0 | 0 | 0 | 0 | 97 |
| | % | 0% | 1% | 1% | 0% | 2% | 4% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 13% |
| | Peak Hour | 16:45 | 16:30 | 16:30 | 16:15 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 1 | 5 | 3 | 3 | 10 | 27 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 67 |

**TOTALS**

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 3 | 11 | 46 | 164 | 302 | 194 | 49 | 16 | 0 | 0 | 0 | 0 | 785 |
| | % | 0% | 0% | 2% | 6% | 22% | 41% | 27% | 7% | 2% | 0% | 0% | 0% | 0% | 107% |
| | Peak Hour | 0:00 | 2:45 | 9:30 | 11:15 | 11:15 | 6:45 | 6:00 | 7:00 | 3:00 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| | Peak Volume | 0 | 1 | 4 | 19 | 34 | 62 | 44 | 14 | 4 | 0 | 0 | 0 | 0 | 144 |
| 12:00 - 24:00 | | 5 | 10 | 17 | 54 | 231 | 298 | 182 | 51 | 17 | 3 | 0 | 0 | 0 | 868 |
| | % | 1% | 1% | 2% | 7% | 32% | 41% | 25% | 7% | 2% | 0% | 0% | 0% | 0% | 119% |
| | Peak Hour | 14:15 | 16:30 | 12:00 | 16:15 | 14:45 | 14:30 | 15:00 | 15:45 | 12:45 | 13:15 | 12:00 | 12:00 | 12:00 | 14:30 |
| | Peak Volume | 3 | 5 | 4 | 12 | 38 | 61 | 38 | 13 | 5 | 1 | 0 | 0 | 0 | 150 |
| 07:00 - 09:00 | | 0 | 1 | 1 | 3 | 40 | 101 | 59 | 17 | 3 | 0 | 0 | 0 | 0 | 225 |
| | % | 0% | 0% | 0% | 0% | 5% | 14% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 31% |
| | Peak Hour | 7:00 | 7:15 | 7:15 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 1 | 1 | 3 | 23 | 57 | 35 | 14 | 2 | 0 | 0 | 0 | 0 | 132 |
| 16:00 - 18:00 | | 2 | 7 | 5 | 16 | 56 | 79 | 51 | 13 | 3 | 1 | 0 | 0 | 0 | 233 |
| | % | 0% | 1% | 1% | 2% | 8% | 11% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 32% |
| | Peak Hour | 16:45 | 16:30 | 16:30 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 2 | 5 | 4 | 12 | 35 | 55 | 36 | 10 | 2 | 1 | 0 | 0 | 0 | 147 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| EASTBOUND | 30 | 35 | 35 | 41 | 45 | 732 |
| WESTBOUND | 33 | 39 | 39 | 44 | 49 | 921 |
| TOTALS | 31 | 37 | 37 | 44 | 48 | 1653 |

### 15-MINUTE BREAKDOWN

**EASTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 0 | 0 | 1 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:45 | 0 | 0 | 1 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 1 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 1 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 1 | 5 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 2 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 0 | 0 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 0 | 4 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 0 | 0 | 0 | 8 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 13:30 | 0 | 0 | 0 | 1 | 6 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 0 | 0 | 2 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 0 | 1 | 0 | 5 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 13 |
| 14:15 | 0 | 1 | 0 | 0 | 5 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 0 | 1 | 2 | 4 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:45 | 0 | 0 | 0 | 0 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 0 | 2 | 1 | 8 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 0 | 0 | 2 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:30 | 0 | 0 | 0 | 0 | 11 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:45 | 0 | 0 | 1 | 0 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 1 | 1 | 2 | 5 | 9 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 25 |
| 16:15 | 0 | 1 | 0 | 3 | 6 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 2 | 8 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:45 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 1 | 3 | 8 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 1 | 0 | 0 | 1 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 4 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 1 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 5 | 20 | 76 | 255 | 250 | 97 | 21 | 4 | 3 | 0 | 0 | 0 | 732 |
| % of Totals | 0% | 1% | 3% | 10% | 35% | 34% | 13% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

**WESTBOUND**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 1 | 1 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 5:45 | 0 | 0 | 0 | 1 | 2 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 0 | 0 | 3 | 2 | 10 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:15 | 0 | 0 | 0 | 0 | 3 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 6:30 | 0 | 0 | 0 | 0 | 3 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 | 0 | 1 | 0 | 1 | 3 | 10 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 31 |
| 7:00 | 0 | 0 | 0 | 0 | 3 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 14 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:45 | 0 | 0 | 0 | 0 | 3 | 10 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 31 |
| 8:00 | 0 | 0 | 0 | 0 | 6 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 4 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 0 | 1 | 0 | 4 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 0 | 0 | 2 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 0 | 1 | 3 | 3 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 0 | 0 | 0 | 3 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 0 | 3 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 1 | 0 | 0 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 0 | 0 | 1 | 3 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 1 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 1 | 0 | 0 | 1 | 2 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 1 | 0 | 0 | 1 | 2 | 7 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:15 | 0 | 0 | 0 | 1 | 3 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 0 | 0 | 0 | 1 | 4 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 1 | 0 | 1 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 4 | 3 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 8 | 8 | 24 | 140 | 350 | 279 | 79 | 29 | 0 | 0 | 0 | 0 | 921 |
| % of Totals | 0% | 1% | 1% | 3% | 15% | 38% | 30% | 9% | 3% | 0% | 0% | 0% | 0% | 100% |

**TOTALS**

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 0 | 1 | 3 | 9 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 5:45 | 0 | 0 | 0 | 1 | 5 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 0 | 0 | 3 | 6 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:15 | 0 | 0 | 1 | 0 | 6 | 12 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 28 |
| 6:30 | 0 | 0 | 0 | 1 | 8 | 15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:45 | 0 | 1 | 1 | 1 | 7 | 16 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 0 | 0 | 0 | 1 | 5 | 15 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 14 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 0 | 0 | 1 | 7 | 17 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:45 | 0 | 0 | 0 | 1 | 7 | 11 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 38 |
| 8:00 | 0 | 1 | 1 | 0 | 7 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 13 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 22 |
| 8:30 | 0 | 0 | 0 | 0 | 3 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 0 | 0 | 0 | 8 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 5 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 26 |
| 9:15 | 0 | 0 | 0 | 2 | 5 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 0 | 1 | 1 | 2 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:45 | 0 | 0 | 1 | 1 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 0 | 1 | 6 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:15 | 0 | 0 | 2 | 1 | 7 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 10:30 | 0 | 0 | 0 | 2 | 8 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:45 | 0 | 0 | 0 | 5 | 5 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 0 | 1 | 1 | 4 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 | 0 | 0 | 1 | 6 | 8 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:30 | 0 | 0 | 0 | 4 | 12 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| 11:45 | 0 | 0 | 1 | 7 | 5 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 0 | 0 | 2 | 9 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 0 | 0 | 2 | 8 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 0 | 0 | 0 | 2 | 5 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 4 | 1 | 7 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 0 | 0 | 0 | 1 | 5 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 1 | 0 | 0 | 10 | 9 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 28 |
| 13:30 | 0 | 0 | 0 | 1 | 9 | 11 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 31 |
| 13:45 | 0 | 1 | 0 | 2 | 10 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 0 | 0 | 1 | 1 | 8 | 13 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 30 |
| 14:15 | 1 | 1 | 0 | 0 | 8 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:30 | 1 | 0 | 1 | 3 | 6 | 16 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:45 | 0 | 0 | 0 | 0 | 6 | 14 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 1 | 0 | 2 | 2 | 10 | 18 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:15 | 0 | 0 | 0 | 3 | 10 | 13 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 37 |
| 15:30 | 0 | 0 | 0 | 0 | 12 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:45 | 0 | 0 | 1 | 0 | 2 | 9 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 29 |
| 16:00 | 0 | 1 | 1 | 2 | 5 | 12 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 36 |
| 16:15 | 0 | 1 | 0 | 3 | 8 | 10 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:30 | 0 | 0 | 0 | 3 | 12 | 22 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| 16:45 | 0 | 1 | 0 | 2 | 5 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 0 | 1 | 4 | 10 | 10 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 0 | 4 | 3 | 0 | 7 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 2 | 0 | 0 | 1 | 6 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 5 | 3 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:15 | 0 | 0 | 0 | 3 | 4 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 0 | 1 | 3 | 10 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 24 |
| 18:45 | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 0 | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 13 | 28 | 100 | 395 | 600 | 376 | 100 | 33 | 3 | 0 | 0 | 0 | 1,653 |
| % of Totals | 0% | 1% | 2% | 6% | 24% | 36% | 23% | 6% | 2% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 732 | 921 | 1,653 | |

### 15-Minutes Interval

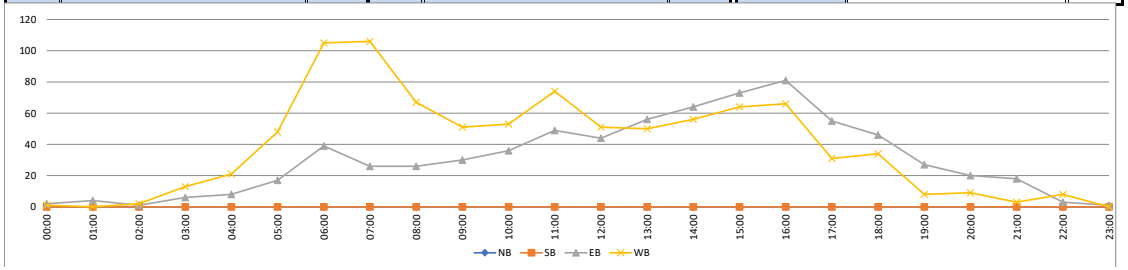
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 12 | 12 | 24 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 11 | 16 | 27 |
| 0:30 | | | 2 | 1 | 3 | 12:30 | | | 4 | 11 | 15 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 17 | 12 | 29 |
| 1:00 | | | 4 | 0 | 4 | 13:00 | | | 9 | 12 | 21 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 18 | 10 | 28 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 14 | 17 | 31 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 15 | 11 | 26 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 13 | 17 | 30 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 16 | 8 | 24 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 20 | 15 | 35 |
| 2:45 | | | 1 | 1 | 2 | 14:45 | | | 15 | 16 | 31 |
| 3:00 | | | 0 | 2 | 2 | 15:00 | | | 25 | 22 | 47 |
| 3:15 | | | 1 | 1 | 2 | 15:15 | | | 19 | 18 | 37 |
| 3:30 | | | 3 | 3 | 6 | 15:30 | | | 17 | 7 | 24 |
| 3:45 | | | 2 | 7 | 9 | 15:45 | | | 12 | 17 | 29 |
| 4:00 | | | 2 | 3 | 5 | 16:00 | | | 25 | 11 | 36 |
| 4:15 | | | 0 | 5 | 5 | 16:15 | | | 21 | 14 | 35 |
| 4:30 | | | 3 | 4 | 7 | 16:30 | | | 22 | 25 | 47 |
| 4:45 | | | 3 | 9 | 12 | 16:45 | | | 13 | 16 | 29 |
| 5:00 | | | 4 | 8 | 12 | 17:00 | | | 22 | 12 | 34 |
| 5:15 | | | 3 | 6 | 9 | 17:15 | | | 10 | 12 | 22 |
| 5:30 | | | 7 | 14 | 21 | 17:30 | | | 14 | 3 | 17 |
| 5:45 | | | 3 | 20 | 23 | 17:45 | | | 9 | 4 | 13 |
| 6:00 | | | 9 | 28 | 37 | 18:00 | | | 13 | 11 | 24 |
| 6:15 | | | 7 | 21 | 28 | 18:15 | | | 9 | 9 | 18 |
| 6:30 | | | 12 | 25 | 37 | 18:30 | | | 16 | 8 | 24 |
| 6:45 | | | 11 | 31 | 42 | 18:45 | | | 8 | 6 | 14 |
| 7:00 | | | 6 | 28 | 34 | 19:00 | | | 12 | 3 | 15 |
| 7:15 | | | 4 | 21 | 25 | 19:15 | | | 6 | 3 | 9 |
| 7:30 | | | 9 | 26 | 35 | 19:30 | | | 9 | 1 | 10 |
| 7:45 | | | 7 | 31 | 38 | 19:45 | | | 0 | 1 | 1 |
| 8:00 | | | 7 | 23 | 30 | 20:00 | | | 1 | 1 | 2 |
| 8:15 | | | 5 | 17 | 22 | 20:15 | | | 4 | 4 | 8 |
| 8:30 | | | 5 | 9 | 14 | 20:30 | | | 10 | 3 | 13 |
| 8:45 | | | 9 | 18 | 27 | 20:45 | | | 5 | 1 | 6 |
| 9:00 | | | 10 | 16 | 26 | 21:00 | | | 5 | 0 | 5 |
| 9:15 | | | 8 | 17 | 25 | 21:15 | | | 7 | 2 | 9 |
| 9:30 | | | 8 | 7 | 15 | 21:30 | | | 3 | 1 | 4 |
| 9:45 | | | 4 | 11 | 15 | 21:45 | | | 3 | 0 | 3 |
| 10:00 | | | 6 | 16 | 22 | 22:00 | | | 1 | 2 | 3 |
| 10:15 | | | 9 | 12 | 21 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 12 | 16 | 28 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 9 | 9 | 18 | 22:45 | | | 1 | 4 | 5 |
| 11:00 | | | 8 | 17 | 25 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 20 | 17 | 37 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 12 | 19 | 31 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 9 | 21 | 30 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 244 | 541 | 785 | TOTALS | 0 | 0 | 488 | 380 | 868 |
| SPLIT % | 0% | 0% | 31% | 69% | 47% | SPLIT % | 0% | 0% | 56% | 44% | 53% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 1 | 3 |
| 01:00 | 02:00 | | | 4 | 0 | 4 |
| 02:00 | 03:00 | | | 1 | 2 | 3 |
| 03:00 | 04:00 | | | 6 | 13 | 19 |
| 04:00 | 05:00 | | | 8 | 21 | 29 |
| 05:00 | 06:00 | | | 17 | 48 | 65 |
| 06:00 | 07:00 | | | 39 | 105 | 144 |
| 07:00 | 08:00 | | | 26 | 106 | 132 |
| 08:00 | 09:00 | | | 26 | 67 | 93 |
| 09:00 | 10:00 | | | 30 | 51 | 81 |
| 10:00 | 11:00 | | | 36 | 53 | 89 |
| 11:00 | 12:00 | | | 49 | 74 | 123 |
| 12:00 | 13:00 | | | 44 | 51 | 95 |
| 13:00 | 14:00 | | | 56 | 50 | 106 |
| 14:00 | 15:00 | | | 64 | 56 | 120 |
| 15:00 | 16:00 | | | 73 | 64 | 137 |
| 16:00 | 17:00 | | | 81 | 66 | 147 |
| 17:00 | 18:00 | | | 55 | 31 | 86 |
| 18:00 | 19:00 | | | 46 | 34 | 80 |
| 19:00 | 20:00 | | | 27 | 8 | 35 |
| 20:00 | 21:00 | | | 20 | 9 | 29 |
| 21:00 | 22:00 | | | 18 | 3 | 21 |
| 22:00 | 23:00 | | | 3 | 8 | 11 |
| 23:00 | 00:00 | | | 1 | 0 | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 244 | 541 | 785 |
| Peak Hour | | | 10:30 | 6:45 | 6:00 |
| Peak Volume | | | 49 | 106 | 144 |
| Peak Hour Factor | | | 0.613 | 0.855 | 0.857 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 488 | 380 | 868 |
| Peak Hour | | | 16:00 | 14:30 | 14:30 |
| Peak Volume | | | 81 | 71 | 150 |
| Peak Hour Factor | | | 0.810 | 0.807 | 0.798 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 52 | 173 | 225 |
| Peak Hour | | | 7:30 | 7:00 | 7:00 |
| Peak Volume | | | 28 | 106 | 132 |
| Peak Hour Factor | | | 0.778 | 0.855 | 0.868 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 136 | 97 | 233 |
| Peak Hour | | | 16:00 | 16:15 | 16:00 |
| Peak Volume | | | 81 | 67 | 147 |
| Peak Hour Factor | | | 0.810 | 0.670 | 0.782 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | | WESTBOUND | | | | | | | | | | | | | | TOTALS | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total | 5<br>15 | 15<br>20 | 20<br>25 | 25<br>30 | 30<br>35 | 35<br>40 | 40<br>45 | 45<br>50 | 50<br>55 | 55<br>60 | 60<br>65 | 65<br>70 | 70<br>99 | Total |
| 0:00 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 14 |
| 4:00 | 0 | 1 | 0 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 3 | 8 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 0 | 5 | 6 | 12 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 40 |
| 5:00 | 0 | 0 | 0 | 4 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 2 | 3 | 18 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 1 | 6 | 4 | 31 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 62 |
| 6:00 | 1 | 0 | 0 | 6 | 9 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 2 | 12 | 41 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 89 | 1 | 0 | 0 | 8 | 21 | 50 | 28 | 10 | 0 | 1 | 0 | 0 | 0 | 119 |
| 7:00 | 0 | 3 | 2 | 6 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 2 | 15 | 30 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 81 | 0 | 4 | 2 | 8 | 29 | 37 | 24 | 9 | 1 | 0 | 0 | 0 | 0 | 114 |
| 8:00 | 0 | 0 | 0 | 5 | 5 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 5 | 24 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 5 | 10 | 32 | 19 | 1 | 2 | 0 | 0 | 0 | 0 | 69 |
| 9:00 | 0 | 0 | 0 | 6 | 9 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 2 | 14 | 23 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 8 | 23 | 27 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 76 |
| 10:00 | 0 | 0 | 0 | 8 | 13 | 15 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 3 | 7 | 19 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 11 | 20 | 34 | 25 | 4 | 2 | 0 | 0 | 0 | 0 | 96 |
| 11:00 | 0 | 0 | 1 | 5 | 17 | 23 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 56 | 0 | 2 | 1 | 3 | 17 | 25 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 2 | 2 | 8 | 34 | 48 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 118 |
| 12:00 | 0 | 1 | 1 | 10 | 10 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 1 | 2 | 5 | 9 | 17 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 50 | 0 | 2 | 3 | 15 | 19 | 28 | 13 | 5 | 2 | 1 | 0 | 0 | 0 | 88 |
| 13:00 | 0 | 0 | 0 | 12 | 14 | 26 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 2 | 10 | 19 | 13 | 7 | 1 | 1 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 14 | 24 | 45 | 20 | 8 | 1 | 1 | 0 | 0 | 0 | 113 |
| 14:00 | 0 | 1 | 1 | 7 | 20 | 23 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 6 | 17 | 11 | 6 | 3 | 1 | 0 | 0 | 0 | 44 | 0 | 1 | 1 | 7 | 26 | 40 | 18 | 7 | 4 | 1 | 0 | 0 | 0 | 105 |
| 15:00 | 1 | 1 | 1 | 6 | 20 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 1 | 0 | 2 | 7 | 18 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 50 | 1 | 2 | 1 | 8 | 27 | 47 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 116 |
| 16:00 | 0 | 0 | 2 | 8 | 20 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 7 | 9 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 2 | 8 | 27 | 22 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 92 |
| 17:00 | 0 | 1 | 0 | 2 | 12 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 4 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 1 | 0 | 2 | 16 | 25 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 56 |
| 18:00 | 0 | 1 | 2 | 3 | 7 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 2 | 3 | 9 | 14 | 12 | 3 | 3 | 0 | 0 | 0 | 0 | 47 |
| 19:00 | 0 | 0 | 0 | 2 | 8 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 10 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 30 |
| 20:00 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 2 | 12 | 11 | 96 | 191 | 225 | 83 | 13 | 6 | 0 | 0 | 0 | 0 | 639 | 0 | 5 | 4 | 25 | 126 | 304 | 219 | 66 | 21 | 5 | 0 | 0 | 0 | 775 | 2 | 17 | 15 | 121 | 317 | 529 | 302 | 79 | 27 | 5 | 0 | 0 | 0 | 1,414 |
| % of Totals | 0% | 2% | 2% | 15% | 30% | 35% | 13% | 2% | 1% | | | | | 100% | | 1% | 1% | 3% | 16% | 39% | 28% | 9% | 3% | 1% | | | | 100% | 0% | 1% | 1% | 9% | 22% | 37% | 21% | 6% | 2% | 0% | | | | 100% |

### STATISTICS

| | EB 5-15 | EB 15-20 | EB 20-25 | EB 25-30 | EB 30-35 | EB 35-40 | EB 40-45 | EB 45-50 | EB 50-55 | EB 55-60 | EB 60-65 | EB 65-70 | EB 70-99 | EB Total | WB 5-15 | WB 15-20 | WB 20-25 | WB 25-30 | WB 30-35 | WB 35-40 | WB 40-45 | WB 45-50 | WB 50-55 | WB 55-60 | WB 60-65 | WB 65-70 | WB 70-99 | WB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | TOT Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 6 | 4 | 44 | 74 | 91 | 32 | 4 | 5 | 0 | 0 | 0 | 0 | 261 | 0 | 3 | 2 | 16 | 77 | 195 | 130 | 35 | 10 | 2 | 0 | 0 | 0 | 470 | 1 | 9 | 6 | 60 | 151 | 286 | 162 | 39 | 15 | 2 | 0 | 0 | 0 | 731 |
| % | 0% | 1% | 1% | 7% | 12% | 14% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 41% | 0% | 0% | 0% | 3% | 12% | 31% | 20% | 5% | 2% | 0% | 0% | 0% | 0% | 74% | 0% | 1% | 1% | 9% | 24% | 45% | 25% | 6% | 2% | 0% | 0% | 0% | 0% | 114% |
| Peak Hour | 6:00 | 6:15 | 6:30 | 11:30 | 11:00 | 10:45 | 8:15 | 10:45 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 | 0:00 | 11:15 | 11:15 | 10:30 | 11:00 | 6:00 | 6:45 | 6:30 | 2:45 | 2:45 | 0:00 | 0:00 | 0:00 | 6:45 | 6:00 | 6:15 | 11:15 | 11:30 | 11:00 | 6:00 | 6:45 | 6:30 | 9:30 | 2:45 | 0:00 | 0:00 | 0:00 | 6:45 |
| Peak Volume | 1 | 3 | 2 | 12 | 17 | 23 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 56 | 0 | 3 | 2 | 5 | 17 | 41 | 31 | 10 | 3 | 1 | 0 | 0 | 0 | 94 | 1 | 4 | 3 | 15 | 34 | 50 | 32 | 11 | 4 | 1 | 0 | 0 | 0 | 123 |
| 12:00 - 24:00 | 1 | 6 | 7 | 52 | 117 | 134 | 51 | 9 | 1 | 0 | 0 | 0 | 0 | 378 | 0 | 2 | 2 | 9 | 49 | 109 | 89 | 31 | 11 | 3 | 0 | 0 | 0 | 305 | 1 | 8 | 9 | 61 | 166 | 243 | 140 | 40 | 12 | 3 | 0 | 0 | 0 | 683 |
| % | 0% | 1% | 1% | 8% | 18% | 21% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 59% | 0% | 0% | 0% | 1% | 8% | 17% | 14% | 5% | 2% | 0% | 0% | 0% | 0% | 48% | 0% | 1% | 1% | 10% | 26% | 38% | 22% | 6% | 2% | 0% | 0% | 0% | 0% | 107% |
| Peak Hour | 15:00 | 17:15 | 15:30 | 13:30 | 15:30 | 14:30 | 13:30 | 15:30 | 13:15 | 12:00 | 12:00 | 12:00 | 12:00 | 15:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 12:15 | 15:15 | 12:15 | 13:30 | 13:45 | 12:00 | 12:00 | 12:00 | 12:15 | 15:00 | 12:00 | 12:00 | 12:00 | 14:15 | 14:45 | 15:15 | 12:15 | 13:30 | 13:45 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 1 | 2 | 2 | 13 | 24 | 30 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 69 | 0 | 1 | 2 | 5 | 13 | 22 | 20 | 9 | 4 | 2 | 0 | 0 | 0 | 53 | 1 | 2 | 3 | 15 | 30 | 48 | 28 | 9 | 5 | 2 | 0 | 0 | 0 | 118 |
| 07:00 - 09:00 | 0 | 3 | 2 | 11 | 19 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 56 | 0 | 1 | 0 | 2 | 20 | 54 | 38 | 10 | 2 | 0 | 0 | 0 | 0 | 127 | 0 | 4 | 2 | 13 | 39 | 69 | 43 | 10 | 3 | 0 | 0 | 0 | 0 | 183 |
| % | 0% | 0% | 0% | 2% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 0% | 3% | 8% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 1% | 0% | 2% | 6% | 11% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 29% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 3 | 2 | 6 | 14 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 2 | 15 | 37 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 81 | 0 | 4 | 2 | 8 | 29 | 45 | 24 | 9 | 2 | 0 | 0 | 0 | 0 | 114 |
| 16:00 - 18:00 | 0 | 1 | 2 | 10 | 32 | 22 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 11 | 25 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 1 | 2 | 10 | 43 | 47 | 35 | 10 | 0 | 0 | 0 | 0 | 0 | 148 |
| % | 0% | 0% | 0% | 2% | 5% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 0% | 2% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 2% | 7% | 7% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 23% |
| Peak Hour | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 1 | 2 | 8 | 20 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 7 | 16 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 1 | 2 | 8 | 27 | 25 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 92 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| EASTBOUND | 29 | 35 | 35 | 40 | 44 | 639 |
| WESTBOUND | 33 | 39 | 39 | 44 | 49 | 775 |
| TOTALS | 31 | 37 | 37 | 43 | 48 | 1414 |

### 15-MINUTE BREAKDOWN

| Time | EB 5-15 | EB 15-20 | EB 20-25 | EB 25-30 | EB 30-35 | EB 35-40 | EB 40-45 | EB 45-50 | EB 50-55 | EB 55-60 | EB 60-65 | EB 65-70 | EB 70-99 | EB Total | WB 5-15 | WB 15-20 | WB 20-25 | WB 25-30 | WB 30-35 | WB 35-40 | WB 40-45 | WB 45-50 | WB 50-55 | WB 55-60 | WB 60-65 | WB 65-70 | WB 70-99 | WB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | TOT Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 4:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 4 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 1 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 3 | 1 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 5:45 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 2 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 0 | 0 | 2 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 2 | 8 | 9 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:15 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 2 | 2 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 6:30 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 10 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 4 | 13 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 24 |
| 6:45 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 5 | 12 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 2 | 7 | 13 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:00 | 0 | 3 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 4 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 4 | 1 | 4 | 6 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:15 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 2 | 3 | 10 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:30 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 10 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 27 |
| 7:45 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 4 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 10 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 1 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:30 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 8:45 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:00 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 5 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 4 | 5 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 7 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 23 |
| 9:45 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 5 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 6 | 7 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 24 |
| 10:15 | 0 | 0 | 0 | 1 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 7 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 10:30 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 3 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 7 | 3 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 4 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 0 | 0 | 1 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 2 | 7 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:15 | 0 | 0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 7 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:30 | 0 | 0 | 0 | 1 | 6 | 7 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 1 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 2 | 11 | 13 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 36 |
| 11:45 | 0 | 0 | 1 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 5 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 1 | 2 | 9 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 2 | 2 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 2 | 4 | 5 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 0 | 0 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 7 | 3 | 10 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 25 |
| 12:30 | 0 | 1 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 5 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 2 | 7 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:45 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 2 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 2 | 2 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 4 | 10 | 18 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:15 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 6 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 0 | 0 | 0 | 4 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 4 | 5 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 29 |
| 13:45 | 0 | 0 | 0 | 4 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 4 | 3 | 7 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 26 |
| 14:00 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 3 | 10 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 23 |
| 14:15 | 0 | 1 | 0 | 4 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 4 | 8 | 7 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 0 | 0 | 1 | 1 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 6 | 10 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 26 |
| 14:45 | 0 | 0 | 0 | 1 | 7 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 9 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 0 | 0 | 0 | 0 | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 1 | 2 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 1 | 7 | 13 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 36 |
| 15:15 | 0 | 0 | 0 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 7 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 0 | 0 | 1 | 3 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 3 | 6 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 1 | 1 | 0 | 2 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 2 | 7 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 | 0 | 0 | 0 | 1 | 8 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 9 | 6 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:15 | 0 | 0 | 1 | 2 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 8 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 0 | 1 | 3 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 3 | 4 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 0 | 0 | 0 | 2 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 6 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 5 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | 0 | 1 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 1 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 2 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 1 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 5 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 12 | 11 | 96 | 191 | 225 | 83 | 13 | 6 | 0 | 0 | 0 | 0 | 639 | 0 | 5 | 4 | 25 | 126 | 304 | 219 | 66 | 21 | 5 | 0 | 0 | 0 | 775 | 2 | 17 | 15 | 121 | 317 | 529 | 302 | 79 | 27 | 5 | 0 | 0 | 0 | 1,414 |
| % of Totals | 0% | 2% | 2% | 15% | 30% | 35% | 13% | 2% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 1% | 1% | 3% | 16% | 39% | 28% | 9% | 3% | 1% | 0% | 0% | 0% | 100% | 0% | 1% | 1% | 9% | 22% | 37% | 21% | 6% | 2% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 639 | 775 | 1,414 |

DAILY TOTALS

### 15-Minutes Interval

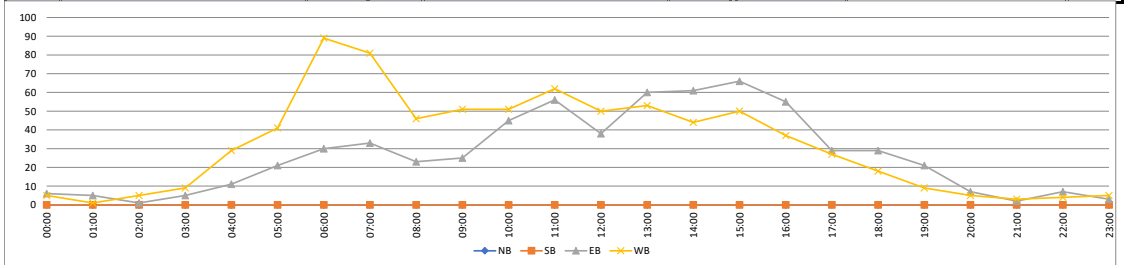
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 11 | 15 | 26 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 12 | 13 | 25 |
| 0:30 | | | 3 | 3 | 6 | 12:30 | | | 9 | 14 | 23 |
| 0:45 | | | 3 | 1 | 4 | 12:45 | | | 6 | 8 | 14 |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 20 | 18 | 38 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 9 | 11 | 20 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 16 | 13 | 29 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 15 | 11 | 26 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 11 | 12 | 23 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 15 | 15 | 30 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 17 | 9 | 26 |
| 2:45 | | | 0 | 3 | 3 | 14:45 | | | 18 | 8 | 26 |
| 3:00 | | | 2 | 2 | 4 | 15:00 | | | 17 | 19 | 36 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 13 | 12 | 25 |
| 3:30 | | | 2 | 3 | 5 | 15:30 | | | 16 | 10 | 26 |
| 3:45 | | | 1 | 4 | 5 | 15:45 | | | 20 | 9 | 29 |
| 4:00 | | | 1 | 3 | 4 | 16:00 | | | 19 | 12 | 31 |
| 4:15 | | | 2 | 6 | 8 | 16:15 | | | 14 | 6 | 20 |
| 4:30 | | | 3 | 5 | 8 | 16:30 | | | 13 | 12 | 25 |
| 4:45 | | | 5 | 15 | 20 | 16:45 | | | 9 | 7 | 16 |
| 5:00 | | | 2 | 12 | 14 | 17:00 | | | 8 | 12 | 20 |
| 5:15 | | | 3 | 3 | 6 | 17:15 | | | 11 | 2 | 13 |
| 5:30 | | | 8 | 13 | 21 | 17:30 | | | 6 | 7 | 13 |
| 5:45 | | | 8 | 13 | 21 | 17:45 | | | 4 | 6 | 10 |
| 6:00 | | | 10 | 22 | 32 | 18:00 | | | 8 | 7 | 15 |
| 6:15 | | | 6 | 20 | 26 | 18:15 | | | 7 | 3 | 10 |
| 6:30 | | | 8 | 16 | 24 | 18:30 | | | 11 | 7 | 18 |
| 6:45 | | | 6 | 31 | 37 | 18:45 | | | 3 | 1 | 4 |
| 7:00 | | | 10 | 20 | 30 | 19:00 | | | 5 | 5 | 10 |
| 7:15 | | | 7 | 22 | 29 | 19:15 | | | 6 | 3 | 9 |
| 7:30 | | | 6 | 21 | 27 | 19:30 | | | 3 | 1 | 4 |
| 7:45 | | | 10 | 18 | 28 | 19:45 | | | 7 | 0 | 7 |
| 8:00 | | | 3 | 13 | 16 | 20:00 | | | 1 | 0 | 1 |
| 8:15 | | | 8 | 18 | 26 | 20:15 | | | 4 | 2 | 6 |
| 8:30 | | | 6 | 6 | 12 | 20:30 | | | 1 | 2 | 3 |
| 8:45 | | | 6 | 9 | 15 | 20:45 | | | 1 | 1 | 2 |
| 9:00 | | | 8 | 8 | 16 | 21:00 | | | 0 | 1 | 1 |
| 9:15 | | | 5 | 14 | 19 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 5 | 18 | 23 | 21:30 | | | 1 | 0 | 1 |
| 9:45 | | | 7 | 11 | 18 | 21:45 | | | 1 | 1 | 2 |
| 10:00 | | | 14 | 10 | 24 | 22:00 | | | 3 | 2 | 5 |
| 10:15 | | | 13 | 12 | 25 | 22:15 | | | 3 | 2 | 5 |
| 10:30 | | | 8 | 16 | 24 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 10 | 13 | 23 | 22:45 | | | 1 | 0 | 1 |
| 11:00 | | | 13 | 14 | 27 | 23:00 | | | 2 | 0 | 2 |
| 11:15 | | | 11 | 14 | 25 | 23:15 | | | 0 | 2 | 2 |
| 11:30 | | | 20 | 16 | 36 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 12 | 18 | 30 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 261 | 470 | 731 | TOTALS | 0 | 0 | 378 | 305 | 683 |
| SPLIT % | 0% | 0% | 36% | 64% | 52% | SPLIT % | 0% | 0% | 55% | 45% | 48% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 6 | 5 | 11 |
| 01:00 | 02:00 | | | 5 | 1 | 6 |
| 02:00 | 03:00 | | | 1 | 5 | 6 |
| 03:00 | 04:00 | | | 5 | 9 | 14 |
| 04:00 | 05:00 | | | 11 | 29 | 40 |
| 05:00 | 06:00 | | | 21 | 41 | 62 |
| 06:00 | 07:00 | | | 30 | 89 | 119 |
| 07:00 | 08:00 | | | 33 | 81 | 114 |
| 08:00 | 09:00 | | | 23 | 46 | 69 |
| 09:00 | 10:00 | | | 25 | 51 | 76 |
| 10:00 | 11:00 | | | 45 | 51 | 96 |
| 11:00 | 12:00 | | | 56 | 62 | 118 |
| 12:00 | 13:00 | | | 38 | 50 | 88 |
| 13:00 | 14:00 | | | 60 | 53 | 113 |
| 14:00 | 15:00 | | | 61 | 44 | 105 |
| 15:00 | 16:00 | | | 66 | 50 | 116 |
| 16:00 | 17:00 | | | 55 | 37 | 92 |
| 17:00 | 18:00 | | | 29 | 27 | 56 |
| 18:00 | 19:00 | | | 29 | 18 | 47 |
| 19:00 | 20:00 | | | 21 | 9 | 30 |
| 20:00 | 21:00 | | | 7 | 5 | 12 |
| 21:00 | 22:00 | | | 2 | 3 | 5 |
| 22:00 | 23:00 | | | 7 | 4 | 11 |
| 23:00 | 00:00 | | | 3 | 5 | 8 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 261 | 470 | 731 |
| Peak Hour | | | 11:00 | 6:45 | 6:45 |
| Peak Volume | | | 56 | 94 | 123 |
| Peak Hour Factor | | | 0.700 | 0.758 | 0.831 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 378 | 305 | 683 |
| Peak Hour | | | 15:30 | 12:15 | 14:15 |
| Peak Volume | | | 69 | 53 | 118 |
| Peak Hour Factor | | | 0.863 | 0.736 | 0.819 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 56 | 127 | 183 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 33 | 81 | 114 |
| Peak Hour Factor | | | 0.825 | 0.920 | 0.950 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 84 | 64 | 148 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 55 | 37 | 92 |
| Peak Hour Factor | | | 0.724 | 0.771 | 0.742 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_008

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 2 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 3 | 5 | 3 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 13 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 2 | 6 | 16 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 34 |
| 7:00 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 2 | 2 | 12 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 2 | 3 | 4 | 14 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 3 | 10 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 8 | 14 | 19 | 7 | 0 | 1 | 0 | 0 | 0 | 49 |
| 9:00 | 0 | 0 | 0 | 3 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 11 | 17 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 0 | 4 | 20 | 22 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 58 |
| 10:00 | 0 | 0 | 0 | 1 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 4 | 16 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 2 | 11 | 24 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 55 |
| 11:00 | 0 | 1 | 1 | 5 | 8 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 1 | 0 | 2 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 2 | 5 | 10 | 14 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 1 | 1 | 0 | 6 | 8 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 4 | 3 | 13 | 11 | 6 | 0 | 2 | 0 | 0 | 0 | 40 | 2 | 1 | 0 | 10 | 11 | 20 | 14 | 7 | 1 | 2 | 0 | 0 | 0 | 68 |
| 13:00 | 1 | 1 | 1 | 9 | 13 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 1 | 0 | 1 | 5 | 11 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 2 | 1 | 10 | 18 | 21 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 0 | 1 | 0 | 4 | 11 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 3 | 1 | 3 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 3 | 5 | 14 | 24 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 62 |
| 15:00 | 1 | 0 | 0 | 2 | 14 | 8 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 35 | 1 | 1 | 0 | 0 | 3 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 1 | 0 | 2 | 17 | 16 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 0 | 0 | 1 | 4 | 10 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 0 | 2 | 8 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 1 | 4 | 12 | 17 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 55 |
| 17:00 | 0 | 0 | 0 | 1 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 8 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:00 | 2 | 3 | 4 | 4 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 1 | 1 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 3 | 5 | 5 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 0 | 0 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 9 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 21:00 | 0 | 0 | 1 | 1 | 2 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 7 | 11 | 49 | 120 | 99 | 51 | 6 | 6 | 0 | 0 | 0 | 0 | 354 | 4 | 4 | 7 | 13 | 59 | 157 | 119 | 38 | 11 | 4 | 0 | 0 | 0 | 416 | 9 | 11 | 18 | 62 | 179 | 256 | 170 | 44 | 17 | 4 | 0 | 0 | 0 | 770 |
| % of Totals | 1% | 2% | 3% | 14% | 34% | 28% | 14% | 2% | 2% | | | | | 100% | 1% | 1% | 2% | 3% | 14% | 38% | 29% | 9% | 3% | 1% | | | | 100% | 1% | 1% | 2% | 8% | 23% | 33% | 22% | 6% | 2% | 1% | | | | 100% |

### STATISTICS

| | EB 5-15 | EB 15-20 | EB 20-25 | EB 25-30 | EB 30-35 | EB 35-40 | EB 40-45 | EB 45-50 | EB 50-55 | EB 55-60 | EB 60-65 | EB 65-70 | EB 70-99 | EB Total | WB 5-15 | WB 15-20 | WB 20-25 | WB 25-30 | WB 30-35 | WB 35-40 | WB 40-45 | WB 45-50 | WB 50-55 | WB 55-60 | WB 60-65 | WB 65-70 | WB 70-99 | WB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 1 | 4 | 15 | 38 | 31 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 106 | 1 | 1 | 3 | 5 | 28 | 82 | 62 | 21 | 9 | 2 | 0 | 0 | 0 | 214 | 1 | 2 | 7 | 20 | 66 | 113 | 77 | 22 | 10 | 2 | 0 | 0 | 0 | 320 |
| % | 0% | 0% | 1% | 4% | 11% | 9% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% | 0% | 1% | 1% | 8% | 23% | 18% | 6% | 3% | 1% | 0% | 0% | 0% | 60% | 0% | 1% | 2% | 6% | 19% | 32% | 22% | 6% | 3% | 1% | 0% | 0% | 0% | 90% |
| Peak Hour | 11:15 | 10:15 | 4:15 | 11:15 | 11:45 | 10:15 | 10:45 | 6:45 | 11:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 8:15 | 10:15 | 3:30 | 11:45 | 9:00 | 8:30 | 8:00 | 8:00 | 5:00 | 5:30 | 0:00 | 0:00 | 0:00 | 8:30 | 11:30 | 10:15 | 4:15 | 11:45 | 9:00 | 10:15 | 8:00 | 11:45 | 5:00 | 5:30 | 0:00 | 0:00 | 0:00 | 8:30 |
| Peak Volume | 1 | 1 | 2 | 6 | 10 | 9 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 30 | 1 | 1 | 1 | 4 | 11 | 19 | 14 | 7 | 3 | 1 | 0 | 0 | 0 | 45 | 2 | 2 | 3 | 10 | 20 | 27 | 19 | 8 | 3 | 1 | 0 | 0 | 0 | 66 |
| 12:00 - 24:00 | 5 | 6 | 7 | 34 | 82 | 68 | 36 | 5 | 5 | 0 | 0 | 0 | 0 | 248 | 3 | 3 | 4 | 8 | 31 | 75 | 57 | 17 | 2 | 2 | 0 | 0 | 0 | 202 | 8 | 9 | 11 | 42 | 113 | 143 | 93 | 22 | 7 | 2 | 0 | 0 | 0 | 450 |
| % | 1% | 2% | 2% | 10% | 23% | 19% | 10% | 1% | 1% | 0% | 0% | 0% | 0% | 70% | 1% | 1% | 1% | 2% | 9% | 21% | 16% | 5% | 1% | 1% | 0% | 0% | 0% | 57% | 2% | 3% | 3% | 12% | 32% | 40% | 26% | 6% | 2% | 1% | 0% | 0% | 0% | 127% |
| Peak Hour | 17:45 | 17:45 | 17:45 | 13:00 | 14:45 | 13:30 | 14:15 | 13:30 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 12:00 | 12:45 | 13:15 | 12:30 | 17:45 | 13:45 | 12:45 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 17:45 | 17:45 | 17:45 | 12:30 | 13:00 | 13:45 | 14:45 | 12:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 13:15 |
| Peak Volume | 2 | 3 | 4 | 9 | 14 | 14 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 43 | 1 | 1 | 3 | 5 | 9 | 14 | 14 | 6 | 1 | 2 | 0 | 0 | 0 | 42 | 3 | 3 | 5 | 11 | 18 | 27 | 18 | 7 | 2 | 2 | 0 | 0 | 0 | 72 |
| 07:00 - 09:00 | 0 | 0 | 1 | 1 | 7 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 2 | 5 | 22 | 22 | 10 | 1 | 1 | 0 | 0 | 0 | 64 | 0 | 0 | 2 | 3 | 12 | 28 | 28 | 11 | 1 | 1 | 0 | 0 | 0 | 86 |
| % | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 0% | 1% | 1% | 6% | 6% | 3% | 0% | 0% | 0% | 0% | 0% | 18% | 0% | 0% | 1% | 1% | 3% | 8% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 24% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 1 | 1 | 5 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 2 | 3 | 12 | 14 | 7 | 1 | 1 | 0 | 0 | 0 | 35 | 0 | 0 | 2 | 3 | 8 | 14 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 49 |
| 16:00 - 18:00 | 0 | 0 | 1 | 5 | 16 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 1 | 0 | 0 | 4 | 18 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 1 | 1 | 5 | 20 | 35 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 89 |
| % | 0% | 0% | 0% | 1% | 5% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 0% | 1% | 5% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 0% | 0% | 1% | 6% | 10% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 1 | 4 | 11 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 0 | 3 | 10 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 1 | 4 | 14 | 20 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 55 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 28 | 34 | 34 | 41 | 44 | 354 |
| WESTBOUND | 33 | 39 | 39 | 45 | 49 | 416 |
| TOTALS | 30 | 37 | 37 | 44 | 48 | 770 |

### 15-MINUTE BREAKDOWN

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 5:45 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 3 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 1 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:00 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 2 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 2 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 5 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 1 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 1 | 1 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 2 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 4 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 6 | 2 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 2 | 7 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 17 |
| 13:00 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 4 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 3 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:45 | 1 | 1 | 1 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 1 | 3 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 3 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 1 | 0 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 0 | 0 | 1 | 7 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 9 | 7 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 25 |
| 15:45 | 1 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 2 | 1 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 1 | 2 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 2 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 2 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 7 | 11 | 49 | 120 | 99 | 51 | 6 | 6 | 0 | 0 | 0 | 0 | 354 | 4 | 4 | 7 | 13 | 59 | 157 | 119 | 38 | 11 | 4 | 0 | 0 | 0 | 416 | 9 | 11 | 18 | 62 | 179 | 256 | 170 | 44 | 17 | 4 | 0 | 0 | 0 | 770 |
| % of Totals | 1% | 2% | 3% | 14% | 34% | 28% | 14% | 2% | 2% | 0% | 0% | 0% | 0% | 100% | 1% | 1% | 2% | 3% | 14% | 38% | 29% | 9% | 3% | 1% | 0% | 0% | 0% | 100% | 1% | 1% | 2% | 8% | 23% | 33% | 22% | 6% | 2% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 354 | 416 | 770 |

DAILY TOTALS

### 15-Minutes Interval

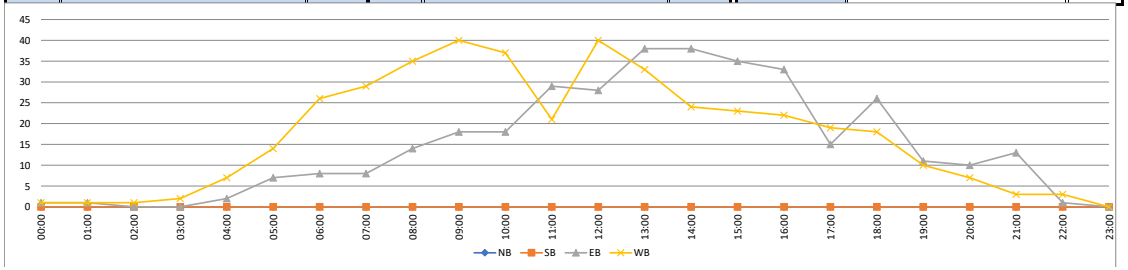
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 10 | 8 | 18 |
| 0:15 | | | 1 | 0 | 1 | 12:15 | | | 6 | 8 | 14 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 7 | 12 | 19 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 5 | 12 | 17 |
| 1:00 | | | 0 | 1 | 1 | 13:00 | | | 9 | 5 | 14 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 8 | 13 | 21 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 9 | 6 | 15 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 12 | 9 | 21 |
| 2:00 | | | 0 | 1 | 1 | 14:00 | | | 9 | 6 | 15 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 13 | 8 | 21 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 7 | 5 | 12 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 9 | 5 | 14 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 8 | 5 | 13 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 3 | 6 | 9 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 17 | 8 | 25 |
| 3:45 | | | 0 | 2 | 2 | 15:45 | | | 7 | 4 | 11 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 6 | 4 | 10 |
| 4:15 | | | 1 | 2 | 3 | 16:15 | | | 8 | 4 | 12 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 7 | 9 | 16 |
| 4:45 | | | 1 | 3 | 4 | 16:45 | | | 12 | 5 | 17 |
| 5:00 | | | 1 | 3 | 4 | 17:00 | | | 3 | 7 | 10 |
| 5:15 | | | 0 | 1 | 1 | 17:15 | | | 4 | 1 | 5 |
| 5:30 | | | 2 | 3 | 5 | 17:30 | | | 6 | 5 | 11 |
| 5:45 | | | 4 | 7 | 11 | 17:45 | | | 2 | 6 | 8 |
| 6:00 | | | 1 | 2 | 3 | 18:00 | | | 9 | 6 | 15 |
| 6:15 | | | 2 | 7 | 9 | 18:15 | | | 7 | 4 | 11 |
| 6:30 | | | 2 | 7 | 9 | 18:30 | | | 7 | 7 | 14 |
| 6:45 | | | 3 | 10 | 13 | 18:45 | | | 3 | 1 | 4 |
| 7:00 | | | 1 | 13 | 14 | 19:00 | | | 4 | 2 | 6 |
| 7:15 | | | 2 | 2 | 4 | 19:15 | | | 3 | 3 | 6 |
| 7:30 | | | 3 | 6 | 9 | 19:30 | | | 3 | 4 | 7 |
| 7:45 | | | 2 | 8 | 10 | 19:45 | | | 1 | 1 | 2 |
| 8:00 | | | 1 | 6 | 7 | 20:00 | | | 1 | 1 | 2 |
| 8:15 | | | 1 | 7 | 8 | 20:15 | | | 4 | 2 | 6 |
| 8:30 | | | 3 | 10 | 13 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 9 | 12 | 21 | 20:45 | | | 3 | 2 | 5 |
| 9:00 | | | 8 | 11 | 19 | 21:00 | | | 5 | 3 | 8 |
| 9:15 | | | 1 | 12 | 13 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 5 | 7 | 12 | 21:30 | | | 3 | 0 | 3 |
| 9:45 | | | 4 | 10 | 14 | 21:45 | | | 3 | 0 | 3 |
| 10:00 | | | 6 | 3 | 9 | 22:00 | | | 1 | 1 | 2 |
| 10:15 | | | 4 | 7 | 11 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 3 | 16 | 19 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 5 | 11 | 16 | 22:45 | | | 0 | 1 | 1 |
| 11:00 | | | 9 | 5 | 14 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 7 | 5 | 12 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 6 | 6 | 12 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 7 | 5 | 12 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 106 | 214 | 320 | TOTALS | 0 | 0 | 248 | 202 | 450 |
| SPLIT % | 0% | 0% | 33% | 67% | 42% | SPLIT % | 0% | 0% | 55% | 45% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 0 | 1 | 1 |
| 03:00 | 04:00 | | | 0 | 2 | 2 |
| 04:00 | 05:00 | | | 2 | 7 | 9 |
| 05:00 | 06:00 | | | 7 | 14 | 21 |
| 06:00 | 07:00 | | | 8 | 26 | 34 |
| 07:00 | 08:00 | | | 8 | 29 | 37 |
| 08:00 | 09:00 | | | 14 | 35 | 49 |
| 09:00 | 10:00 | | | 18 | 40 | 58 |
| 10:00 | 11:00 | | | 18 | 37 | 55 |
| 11:00 | 12:00 | | | 29 | 21 | 50 |
| 12:00 | 13:00 | | | 28 | 40 | 68 |
| 13:00 | 14:00 | | | 38 | 33 | 71 |
| 14:00 | 15:00 | | | 38 | 24 | 62 |
| 15:00 | 16:00 | | | 35 | 23 | 58 |
| 16:00 | 17:00 | | | 33 | 22 | 55 |
| 17:00 | 18:00 | | | 15 | 19 | 34 |
| 18:00 | 19:00 | | | 26 | 18 | 44 |
| 19:00 | 20:00 | | | 11 | 10 | 21 |
| 20:00 | 21:00 | | | 10 | 7 | 17 |
| 21:00 | 22:00 | | | 13 | 3 | 16 |
| 22:00 | 23:00 | | | 1 | 3 | 4 |
| 23:00 | 00:00 | | | 0 | 0 | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 106 | 214 | 320 |
| Peak Hour | | | 11:00 | 8:30 | 8:30 |
| Peak Volume | | | 29 | 45 | 66 |
| Peak Hour Factor | | | 0.806 | 0.938 | 0.786 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 248 | 202 | 450 |
| Peak Hour | | | 13:30 | 12:30 | 13:15 |
| Peak Volume | | | 43 | 42 | 72 |
| Peak Hour Factor | | | 0.827 | 0.808 | 0.857 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 22 | 64 | 86 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 14 | 35 | 49 |
| Peak Hour Factor | | | 0.389 | 0.729 | 0.583 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 48 | 41 | 89 |
| Peak Hour | | | 16:00 | 16:15 | 16:00 |
| Peak Volume | | | 33 | 25 | 55 |
| Peak Hour Factor | | | 0.688 | 0.694 | 0.809 |



Prepared by National Data & Surveying Services

# SPEED

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_008

## HOURLY BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 2 | 0 | 0 | 4 | 7 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 0 | 1 | 0 | 14 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 1 | 0 | 0 | 7 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 0 | 0 | 2 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 1 | 2 | 6 | 6 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 14:00 | 0 | 0 | 0 | 4 | 12 | 11 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 0 | 0 | 0 | 4 | 8 | 14 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:00 | 1 | 0 | 2 | 4 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 1 | 2 | 5 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 0 | 0 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 0 | 1 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 2 | 8 | 36 | 102 | 107 | 36 | 2 | 5 | 0 | 0 | 0 | 0 | 303 |
| % of Totals | 2% | 1% | 3% | 12% | 34% | 35% | 12% | 1% | 2% | | | | | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 2 | 0 | 0 | 0 | 5 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 6 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 19 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 7 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 0 | 1 | 1 | 2 | 11 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 0 | 1 | 0 | 1 | 2 | 8 | 10 | 11 | 3 | 1 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 0 | 0 | 0 | 5 | 11 | 15 | 2 | 1 | 1 | 0 | 0 | 0 | 35 |
| 13:00 | 1 | 1 | 0 | 1 | 5 | 13 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 38 |
| 14:00 | 1 | 0 | 0 | 1 | 10 | 9 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 1 | 0 | 0 | 0 | 1 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 1 | 0 | 0 | 2 | 6 | 7 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 3 | 1 | 13 | 49 | 115 | 116 | 43 | 13 | 6 | 0 | 0 | 0 | 365 |
| % of Totals | 2% | 1% | 0% | 4% | 13% | 32% | 32% | 12% | 4% | 2% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 12 |
| 6:00 | 0 | 0 | 0 | 1 | 4 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| 7:00 | 3 | 0 | 0 | 0 | 8 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 1 | 1 | 0 | 4 | 8 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 24 |
| 9:00 | 2 | 0 | 0 | 4 | 8 | 11 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 46 |
| 10:00 | 0 | 0 | 2 | 1 | 16 | 21 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 67 |
| 11:00 | 1 | 1 | 0 | 8 | 13 | 18 | 12 | 11 | 3 | 1 | 0 | 0 | 0 | 68 |
| 12:00 | 0 | 0 | 0 | 2 | 13 | 16 | 18 | 2 | 1 | 1 | 0 | 0 | 0 | 53 |
| 13:00 | 1 | 2 | 2 | 7 | 11 | 33 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 1 | 0 | 0 | 5 | 22 | 20 | 13 | 4 | 3 | 0 | 0 | 0 | 0 | 68 |
| 15:00 | 1 | 0 | 0 | 4 | 9 | 22 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 48 |
| 16:00 | 2 | 0 | 2 | 6 | 16 | 10 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 1 | 1 | 3 | 7 | 16 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 34 |
| 18:00 | 0 | 0 | 0 | 4 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:00 | 0 | 0 | 1 | 0 | 7 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 2 | 2 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 11 | 5 | 9 | 49 | 151 | 222 | 152 | 45 | 18 | 6 | 0 | 0 | 0 | 668 |
| % of Totals | 2% | 1% | 1% | 7% | 23% | 33% | 23% | 7% | 3% | 1% | | | | 100% |

## STATISTICS

EASTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 1 | 2 | 11 | 43 | 30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 100 |
| % | 1% | 0% | 1% | 4% | 14% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| Peak Hour | 9:00 | 8:00 | 7:30 | 11:00 | 10:30 | 10:45 | 10:15 | 8:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:30 |
| Peak Volume | 2 | 1 | 1 | 7 | 16 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 - 24:00 | 1 | 1 | 6 | 25 | 59 | 77 | 28 | 1 | 5 | 0 | 0 | 0 | 0 | 203 |
| % | 0% | 0% | 2% | 8% | 19% | 25% | 9% | 0% | 2% | 0% | 0% | 0% | 0% | 67% |
| Peak Hour | 15:45 | 12:45 | 12:30 | 12:45 | 14:15 | 13:00 | 15:00 | 19:15 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 1 | 1 | 2 | 6 | 13 | 20 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 39 |
| 07:00 - 09:00 | 1 | 1 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| % | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Peak Hour | 7:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 1 | 1 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 - 18:00 | 1 | 0 | 3 | 6 | 15 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| % | 0% | 0% | 1% | 2% | 5% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:30 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 1 | 0 | 2 | 4 | 10 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |

WESTBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 1 | 1 | 4 | 16 | 48 | 66 | 28 | 9 | 3 | 0 | 0 | 0 | 178 |
| % | 1% | 0% | 0% | 1% | 5% | 16% | 22% | 9% | 3% | 1% | 0% | 0% | 0% | 59% |
| Peak Hour | 6:45 | 10:15 | 9:45 | 10:30 | 6:45 | 10:00 | 9:15 | 10:15 | 11:00 | 4:30 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 2 | 1 | 1 | 2 | 5 | 11 | 18 | 11 | 3 | 1 | 0 | 0 | 0 | 41 |
| 12:00 - 24:00 | 4 | 2 | 0 | 9 | 33 | 67 | 50 | 15 | 4 | 3 | 0 | 0 | 0 | 187 |
| % | 1% | 1% | 0% | 3% | 11% | 22% | 17% | 5% | 1% | 1% | 0% | 0% | 0% | 62% |
| Peak Hour | 13:30 | 13:00 | 12:00 | 15:30 | 14:00 | 12:45 | 12:15 | 12:30 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 2 | 1 | 0 | 2 | 10 | 16 | 18 | 6 | 2 | 1 | 0 | 0 | 0 | 45 |
| 07:00 - 09:00 | 2 | 0 | 0 | 0 | 8 | 12 | 12 | 2 | 2 | 1 | 0 | 0 | 0 | 39 |
| % | 1% | 0% | 0% | 0% | 3% | 4% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 2 | 0 | 0 | 0 | 5 | 7 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 20 |
| 16:00 - 18:00 | 1 | 1 | 0 | 3 | 8 | 11 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 38 |
| % | 0% | 0% | 0% | 1% | 3% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 1 | 0 | 2 | 6 | 7 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 28 |

TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 2 | 3 | 15 | 59 | 78 | 74 | 29 | 9 | 3 | 0 | 0 | 0 | 278 |
| % | 2% | 1% | 1% | 5% | 19% | 26% | 24% | 10% | 3% | 1% | 0% | 0% | 0% | 92% |
| Peak Hour | 7:00 | 8:00 | 9:45 | 11:00 | 10:30 | 10:15 | 9:15 | 10:15 | 11:00 | 4:30 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 3 | 1 | 2 | 8 | 18 | 22 | 20 | 11 | 3 | 1 | 0 | 0 | 0 | 75 |
| 12:00 - 24:00 | 5 | 3 | 6 | 34 | 92 | 144 | 78 | 16 | 9 | 3 | 0 | 0 | 0 | 390 |
| % | 2% | 1% | 2% | 11% | 30% | 48% | 26% | 5% | 3% | 1% | 0% | 0% | 0% | 129% |
| Peak Hour | 13:30 | 13:00 | 12:30 | 15:45 | 14:30 | 13:00 | 12:15 | 12:30 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 2 | 2 | 2 | 8 | 23 | 33 | 21 | 6 | 3 | 1 | 0 | 0 | 0 | 80 |
| 07:00 - 09:00 | 3 | 1 | 1 | 0 | 12 | 15 | 12 | 2 | 2 | 1 | 0 | 0 | 0 | 49 |
| % | 1% | 0% | 0% | 0% | 4% | 5% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 3 | 1 | 1 | 0 | 8 | 9 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 25 |
| 16:00 - 18:00 | 2 | 1 | 3 | 9 | 23 | 26 | 14 | 2 | 2 | 1 | 0 | 0 | 0 | 83 |
| % | 1% | 0% | 1% | 3% | 8% | 9% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 1 | 2 | 6 | 16 | 16 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 49 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| EASTBOUND | 29 | 35 | 35 | 40 | 44 | 303 |
| WESTBOUND | 33 | 40 | 39 | 46 | 50 | 365 |
| TOTALS | 31 | 37 | 37 | 44 | 49 | 668 |

## 15-MINUTE BREAKDOWN

EASTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 1 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 1 | 1 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 1 | 0 | 2 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:15 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:15 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 1 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 2 | 8 | 36 | 102 | 107 | 36 | 2 | 5 | 0 | 0 | 0 | 0 | 303 |
| % of Totals | 2% | 1% | 3% | 12% | 34% | 35% | 12% | 1% | 2% | 0% | 0% | 0% | 0% | 100% |

WESTBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 10:30 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 1 | 0 | 0 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:15 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:30 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6 | 3 | 1 | 13 | 49 | 115 | 116 | 43 | 13 | 6 | 0 | 0 | 0 | 365 |
| % of Totals | 2% | 1% | 0% | 4% | 13% | 32% | 32% | 12% | 4% | 2% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 7:45 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 0 | 0 | 1 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 2 | 0 | 0 | 2 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 0 | 0 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 0 | 2 | 1 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 1 | 1 | 0 | 0 | 4 | 6 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 19 |
| 11:15 | 0 | 0 | 0 | 3 | 4 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 0 | 0 | 2 | 2 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 0 | 0 | 1 | 5 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 0 | 1 | 3 | 1 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 0 | 1 | 1 | 4 | 10 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 1 | 1 | 0 | 2 | 5 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:45 | 0 | 1 | 0 | 1 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 1 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 0 | 0 | 1 | 6 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 0 | 0 | 0 | 10 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:00 | 1 | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 0 | 0 | 2 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 0 | 0 | 1 | 2 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 0 | 1 | 2 | 5 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 1 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 1 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 1 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 1 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 11 | 5 | 9 | 49 | 151 | 222 | 152 | 45 | 18 | 6 | 0 | 0 | 0 | 668 |
| % of Totals | 2% | 1% | 1% | 7% | 23% | 33% | 23% | 7% | 3% | 1% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Harry J Parrish Blvd E/O Wakeman Dr

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 303 | 365 | 668 |

DAILY TOTALS

### 15-Minutes Interval

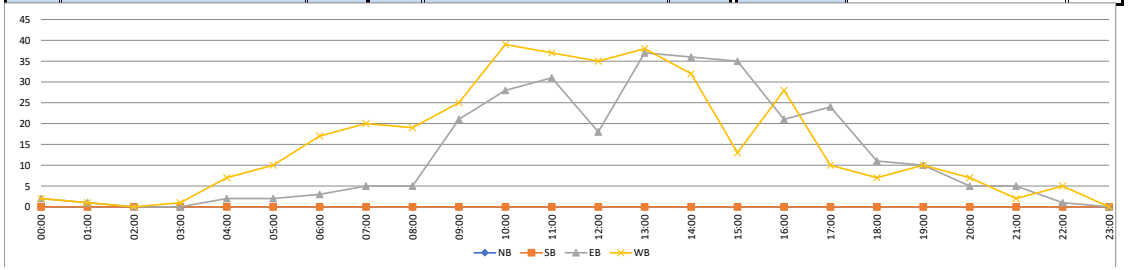
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 6 | 5 | 11 |
| 0:15 | | | 2 | 0 | 2 | 12:15 | | | 4 | 6 | 10 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 4 | 10 | 14 |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 4 | 14 | 18 |
| 1:00 | | | 0 | 1 | 1 | 13:00 | | | 6 | 11 | 17 |
| 1:15 | | | 1 | 0 | 1 | 13:15 | | | 11 | 10 | 21 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 14 | 10 | 24 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 6 | 7 | 13 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 6 | 4 | 10 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 10 | 6 | 16 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 9 | 21 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 8 | 13 | 21 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 9 | 4 | 13 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 8 | 3 | 11 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 9 | 2 | 11 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 9 | 4 | 13 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 5 | 10 | 15 |
| 4:15 | | | 1 | 0 | 1 | 16:15 | | | 8 | 9 | 17 |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 4 | 4 | 8 |
| 4:45 | | | 1 | 4 | 5 | 16:45 | | | 4 | 5 | 9 |
| 5:00 | | | 1 | 3 | 4 | 17:00 | | | 2 | 3 | 5 |
| 5:15 | | | 1 | 3 | 4 | 17:15 | | | 13 | 0 | 13 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 3 | 6 | 9 |
| 5:45 | | | 0 | 2 | 2 | 17:45 | | | 6 | 1 | 7 |
| 6:00 | | | 1 | 3 | 4 | 18:00 | | | 4 | 2 | 6 |
| 6:15 | | | 1 | 1 | 2 | 18:15 | | | 2 | 2 | 4 |
| 6:30 | | | 0 | 6 | 6 | 18:30 | | | 2 | 1 | 3 |
| 6:45 | | | 1 | 7 | 8 | 18:45 | | | 3 | 2 | 5 |
| 7:00 | | | 0 | 3 | 3 | 19:00 | | | 5 | 5 | 10 |
| 7:15 | | | 1 | 5 | 6 | 19:15 | | | 1 | 1 | 2 |
| 7:30 | | | 2 | 6 | 8 | 19:30 | | | 2 | 2 | 4 |
| 7:45 | | | 2 | 6 | 8 | 19:45 | | | 2 | 2 | 4 |
| 8:00 | | | 1 | 2 | 3 | 20:00 | | | 2 | 2 | 4 |
| 8:15 | | | 1 | 2 | 3 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 0 | 9 | 9 | 20:30 | | | 1 | 3 | 4 |
| 8:45 | | | 3 | 6 | 9 | 20:45 | | | 2 | 1 | 3 |
| 9:00 | | | 5 | 5 | 10 | 21:00 | | | 3 | 1 | 4 |
| 9:15 | | | 8 | 5 | 13 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 2 | 9 | 11 | 21:30 | | | 0 | 1 | 1 |
| 9:45 | | | 6 | 6 | 12 | 21:45 | | | 0 | 0 | 0 |
| 10:00 | | | 6 | 9 | 15 | 22:00 | | | 0 | 1 | 1 |
| 10:15 | | | 4 | 9 | 13 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 8 | 8 | 16 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 10 | 13 | 23 | 22:45 | | | 1 | 1 | 2 |
| 11:00 | | | 8 | 11 | 19 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 9 | 7 | 16 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 8 | 9 | 17 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 6 | 10 | 16 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 100 | 178 | 278 | TOTALS | 0 | 0 | 203 | 187 | 390 |
| SPLIT % | 0% | 0% | 36% | 64% | 42% | SPLIT % | 0% | 0% | 52% | 48% | 58% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 2 | 2 | 4 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 0 | 1 | 1 |
| 04:00 | 05:00 | | | 2 | 7 | 9 |
| 05:00 | 06:00 | | | 2 | 10 | 12 |
| 06:00 | 07:00 | | | 3 | 17 | 20 |
| 07:00 | 08:00 | | | 5 | 20 | 25 |
| 08:00 | 09:00 | | | 5 | 19 | 24 |
| 09:00 | 10:00 | | | 21 | 25 | 46 |
| 10:00 | 11:00 | | | 28 | 39 | 67 |
| 11:00 | 12:00 | | | 31 | 37 | 68 |
| 12:00 | 13:00 | | | 18 | 35 | 53 |
| 13:00 | 14:00 | | | 37 | 38 | 75 |
| 14:00 | 15:00 | | | 36 | 32 | 68 |
| 15:00 | 16:00 | | | 35 | 13 | 48 |
| 16:00 | 17:00 | | | 21 | 28 | 49 |
| 17:00 | 18:00 | | | 24 | 10 | 34 |
| 18:00 | 19:00 | | | 11 | 7 | 18 |
| 19:00 | 20:00 | | | 10 | 10 | 20 |
| 20:00 | 21:00 | | | 5 | 7 | 12 |
| 21:00 | 22:00 | | | 5 | 2 | 7 |
| 22:00 | 23:00 | | | 1 | 5 | 6 |
| 23:00 | 00:00 | | | 0 | 0 | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 100 | 178 | 278 |
| Peak Hour | | | 10:30 | 10:15 | 10:45 |
| Peak Volume | | | 35 | 41 | 75 |
| Peak Hour Factor | | | 0.875 | 0.788 | 0.815 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 203 | 187 | 390 |
| Peak Hour | | | 14:15 | 12:30 | 12:45 |
| Peak Volume | | | 39 | 45 | 80 |
| Peak Hour Factor | | | 0.813 | 0.804 | 0.833 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 10 | 39 | 49 |
| Peak Hour | | | 7:15 | 7:00 | 7:00 |
| Peak Volume | | | 6 | 20 | 25 |
| Peak Hour Factor | | | 0.750 | 0.833 | 0.781 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 45 | 38 | 83 |
| Peak Hour | | | 17:00 | 16:00 | 16:00 |
| Peak Volume | | | 24 | 28 | 49 |
| Peak Hour Factor | | | 0.462 | 0.700 | 0.721 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Saturday
Date: 3/9/2024

City: Manassas
Project #: VA24_260055_009

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 24 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 6:00 | 0 | 40 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 7:00 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 31 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 9:00 | 0 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 0 | 38 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:00 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 382 | 85 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| % of Totals | | 80% | 18% | 1% | 1% | | | | | | | | | 100% |

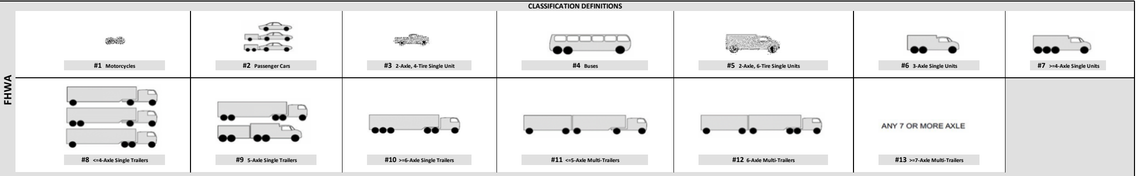
WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 19 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:00 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 0 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 9 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 | 0 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 0 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:00 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 0 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:00 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 343 | 80 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| % of Totals | | 79% | 18% | 1% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 5:00 | 0 | 38 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 6:00 | 0 | 59 | 19 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 7:00 | 0 | 18 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 45 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 9:00 | 0 | 49 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:00 | 0 | 39 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 11:00 | 0 | 84 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 12:00 | 0 | 85 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 13:00 | 0 | 47 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 47 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 15:00 | 0 | 33 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:00 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 0 | 42 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:00 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19:00 | 0 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 725 | 165 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 913 |
| % of Totals | | 79% | 18% | 1% | 2% | | | | | | | | | 100% |

### FHWA — CLASSIFICATION DEFINITIONS




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 220 | 62 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| % | 0% | 46% | 13% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 61% |
| Peak Hour | 0:00 | 11:30 | 5:15 | 9:45 | 6:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 0 | 46 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:00 - 24:00 | 0 | 162 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| % | 0% | 34% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 39% |
| Peak Hour | 12:00 | 12:00 | 12:15 | 12:00 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 46 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:00 - 09:00 | 0 | 42 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| % | 0% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:15 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 31 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 16:00 - 18:00 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 145 | 41 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| % | 0% | 33% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% |
| Peak Hour | 0:00 | 11:00 | 5:45 | 5:15 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 0 | 46 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 12:00 - 24:00 | 0 | 198 | 39 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| % | 0% | 46% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 12:00 | 12:15 | 13:15 | 12:00 | 19:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 41 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:00 - 09:00 | 0 | 21 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| % | 0% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 7:45 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 16 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 - 18:00 | 0 | 45 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| % | 0% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:30 | 16:30 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 25 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 365 | 103 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 484 |
| % | 0% | 40% | 11% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% |
| Peak Hour | 0:00 | 11:00 | 5:30 | 7:15 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 0 | 84 | 20 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 12:00 - 24:00 | 0 | 360 | 62 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 |
| % | 0% | 39% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 47% |
| Peak Hour | 12:00 | 12:00 | 13:15 | 12:00 | 19:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 85 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:00 - 09:00 | 0 | 63 | 24 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| % | 0% | 7% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 45 | 16 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 - 18:00 | 0 | 74 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| % | 0% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 16:00 | 17:00 | 16:30 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 42 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:45 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:45 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:30 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 382 | 85 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| % of Totals | | 80% | 18% | 1% | 1% | | | | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:45 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 343 | 80 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| % of Totals | | 79% | 18% | 1% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:45 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:30 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:45 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:15 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:15 | 0 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:45 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 725 | 165 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 913 |
| % of Totals | | 79% | 18% | 1% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 478 | 435 | 913 |

DAILY TOTALS

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 13 | 11 | 24 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 13 | 8 | 21 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 12 | 9 | 21 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 14 | 16 | 30 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 9 | 11 | 20 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 5 | 6 | 11 |
| 1:30 | | | 0 | 2 | 2 | 13:30 | | | 5 | 5 | 10 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 11 | 5 | 16 |
| 2:00 | | | 2 | 0 | 2 | 14:00 | | | 8 | 11 | 19 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 3 | 7 | 10 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 5 | 10 | 15 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 6 | 8 | 14 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 2 | 11 | 13 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 2 | 4 | 6 |
| 3:30 | | | 3 | 0 | 3 | 15:30 | | | 6 | 3 | 9 |
| 3:45 | | | 2 | 0 | 2 | 15:45 | | | 5 | 7 | 12 |
| 4:00 | | | 0 | 2 | 2 | 16:00 | | | 2 | 10 | 12 |
| 4:15 | | | 1 | 3 | 4 | 16:15 | | | 3 | 3 | 6 |
| 4:30 | | | 5 | 2 | 7 | 16:30 | | | 4 | 6 | 10 |
| 4:45 | | | 7 | 5 | 12 | 16:45 | | | 3 | 9 | 12 |
| 5:00 | | | 1 | 6 | 7 | 17:00 | | | 4 | 13 | 17 |
| 5:15 | | | 9 | 0 | 9 | 17:15 | | | 4 | 5 | 9 |
| 5:30 | | | 12 | 1 | 13 | 17:30 | | | 4 | 1 | 5 |
| 5:45 | | | 13 | 8 | 21 | 17:45 | | | 10 | 10 | 20 |
| 6:00 | | | 8 | 20 | 28 | 18:00 | | | 3 | 8 | 11 |
| 6:15 | | | 11 | 4 | 15 | 18:15 | | | 5 | 4 | 9 |
| 6:30 | | | 16 | 4 | 20 | 18:30 | | | 0 | 2 | 2 |
| 6:45 | | | 15 | 3 | 18 | 18:45 | | | 1 | 2 | 3 |
| 7:00 | | | 2 | 2 | 4 | 19:00 | | | 2 | 3 | 5 |
| 7:15 | | | 6 | 1 | 7 | 19:15 | | | 2 | 2 | 4 |
| 7:30 | | | 4 | 3 | 7 | 19:30 | | | 0 | 4 | 4 |
| 7:45 | | | 4 | 7 | 11 | 19:45 | | | 1 | 2 | 3 |
| 8:00 | | | 6 | 8 | 14 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 7 | 3 | 10 | 20:15 | | | 2 | 2 | 4 |
| 8:30 | | | 15 | 2 | 17 | 20:30 | | | 4 | 2 | 6 |
| 8:45 | | | 19 | 5 | 24 | 20:45 | | | 1 | 0 | 1 |
| 9:00 | | | 8 | 10 | 18 | 21:00 | | | 1 | 7 | 8 |
| 9:15 | | | 9 | 8 | 17 | 21:15 | | | 0 | 0 | 0 |
| 9:30 | | | 6 | 5 | 11 | 21:30 | | | 1 | 0 | 1 |
| 9:45 | | | 10 | 6 | 16 | 21:45 | | | 4 | 1 | 5 |
| 10:00 | | | 5 | 4 | 9 | 22:00 | | | 1 | 3 | 4 |
| 10:15 | | | 11 | 6 | 17 | 22:15 | | | 0 | 4 | 4 |
| 10:30 | | | 6 | 5 | 11 | 22:30 | | | 2 | 1 | 3 |
| 10:45 | | | 19 | 3 | 22 | 22:45 | | | 2 | 3 | 5 |
| 11:00 | | | 12 | 15 | 27 | 23:00 | | | 1 | 0 | 1 |
| 11:15 | | | 8 | 15 | 23 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 17 | 13 | 30 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 11 | 10 | 21 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 291 | 193 | 484 | TOTALS | 0 | 0 | 187 | 242 | 429 |
| SPLIT % | 0% | 0% | 60% | 40% | 53% | SPLIT % | 0% | 0% | 44% | 56% | 47% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 1 | 1 | 2 |
| 01:00 | 02:00 | | | 0 | 2 | 2 |
| 02:00 | 03:00 | | | 2 | 1 | 3 |
| 03:00 | 04:00 | | | 5 | 0 | 5 |
| 04:00 | 05:00 | | | 13 | 12 | 25 |
| 05:00 | 06:00 | | | 35 | 15 | 50 |
| 06:00 | 07:00 | | | 50 | 31 | 81 |
| 07:00 | 08:00 | | | 16 | 13 | 29 |
| 08:00 | 09:00 | | | 47 | 18 | 65 |
| 09:00 | 10:00 | | | 33 | 29 | 62 |
| 10:00 | 11:00 | | | 41 | 18 | 59 |
| 11:00 | 12:00 | | | 48 | 53 | 101 |
| 12:00 | 13:00 | | | 52 | 44 | 96 |
| 13:00 | 14:00 | | | 30 | 27 | 57 |
| 14:00 | 15:00 | | | 22 | 36 | 58 |
| 15:00 | 16:00 | | | 15 | 25 | 40 |
| 16:00 | 17:00 | | | 12 | 28 | 40 |
| 17:00 | 18:00 | | | 22 | 29 | 51 |
| 18:00 | 19:00 | | | 9 | 16 | 25 |
| 19:00 | 20:00 | | | 5 | 11 | 16 |
| 20:00 | 21:00 | | | 8 | 7 | 15 |
| 21:00 | 22:00 | | | 6 | 8 | 14 |
| 22:00 | 23:00 | | | 5 | 11 | 16 |
| 23:00 | 00:00 | | | 1 | 0 | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 291 | 193 | 484 |
| Peak Hour | | | 10:45 | 11:00 | 10:45 |
| Peak Volume | | | 56 | 53 | 102 |
| Peak Hour Factor | | | 0.737 | 0.883 | 0.850 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 187 | 242 | 429 |
| Peak Hour | | | 12:00 | 12:00 | 12:00 |
| Peak Volume | | | 52 | 44 | 96 |
| Peak Hour Factor | | | 0.929 | 0.688 | 0.800 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 63 | 31 | 94 |
| Peak Hour | | | 8:00 | 7:30 | 8:00 |
| Peak Volume | | | 47 | 21 | 65 |
| Peak Hour Factor | | | 0.618 | 0.656 | 0.677 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 34 | 57 | 91 |
| Peak Hour | | | 17:00 | 16:30 | 17:00 |
| Peak Volume | | | 22 | 33 | 51 |
| Peak Hour Factor | | | 0.550 | 0.635 | 0.638 |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Sunday
Date: 3/10/2024

City: Manassas
Project #: VA24_260055_009

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 6:00 | 0 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:00 | 2 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 | 1 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:00 | 0 | 42 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 13:00 | 0 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 14:00 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 0 | 22 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 367 | 56 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 431 |
| % of Totals | 1% | 85% | 13% | 0% | 1% | | | | | | | | | 100% |

WESTBOUND

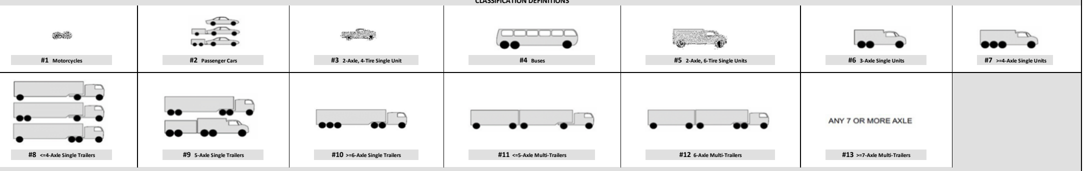
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:00 | 0 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:00 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:00 | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 1 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 0 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:00 | 0 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 19:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 1 | 316 | 62 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 383 |
| % of Totals | 0% | 83% | 16% | 0% | 1% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 6:00 | 0 | 52 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 7:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 38 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 9:00 | 2 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:00 | 0 | 30 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 1 | 57 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 12:00 | 0 | 73 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 13:00 | 1 | 60 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 14:00 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 15:00 | 0 | 38 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 47 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 0 | 46 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 18:00 | 0 | 36 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 4 | 683 | 118 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 814 |
| % of Totals | 0% | 84% | 14% | 0% | 1% | | | | | | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 170 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| % | 1% | 39% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 9:00 | 11:45 | 5:45 | 11:45 | 8:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 2 | 46 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:00 - 24:00 | 0 | 197 | 21 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| % | 0% | 46% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 12:00 | 12:00 | 12:30 | 12:30 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 42 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 07:00 - 09:00 | 0 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 8:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 - 18:00 | 0 | 47 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| % | 0% | 11% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 25 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 98 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| % | 0% | 26% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| Peak Hour | 0:00 | 11:30 | 9:15 | 0:00 | 6:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 |
| Peak Volume | 0 | 31 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 - 24:00 | 1 | 218 | 37 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| % | 0% | 57% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 67% |
| Peak Hour | 12:30 | 13:30 | 16:30 | 14:30 | 17:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 1 | 35 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:00 - 09:00 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 - 18:00 | 0 | 46 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| % | 0% | 12% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 28 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 268 | 60 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| % | 0% | 33% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% |
| Peak Hour | 9:00 | 11:30 | 10:30 | 11:45 | 6:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 2 | 76 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 12:00 - 24:00 | 1 | 415 | 58 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 |
| % | 0% | 51% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 12:30 | 12:00 | 17:00 | 12:30 | 16:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 1 | 73 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 07:00 - 09:00 | 0 | 49 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| % | 0% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 38 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 - 18:00 | 0 | 93 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| % | 0% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:30 | 17:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 52 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:15 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 3 | 367 | 56 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 431 |
| % of Totals | 1% | 85% | 13% | 0% | 1% | | | | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 316 | 62 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 383 |
| % of Totals | 0% | 83% | 16% | 0% | 1% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:45 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:15 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:15 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 0 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 1 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:30 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 683 | 118 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 814 |
| % of Totals | 0% | 84% | 14% | 0% | 1% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 431 | 383 | 814 |

DAILY TOTALS

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 16 | 12 | 28 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 13 | 9 | 22 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 11 | 8 | 19 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 7 | 9 | 16 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 8 | 11 | 19 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 12 | 8 | 20 |
| 1:30 | | | 1 | 1 | 2 | 13:30 | | | 9 | 10 | 19 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 8 | 6 | 14 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 5 | 13 | 18 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 8 | 11 | 19 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 7 | 6 | 13 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 6 | 11 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 2 | 5 | 7 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 6 | 9 | 15 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 5 | 3 | 8 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 2 | 9 | 11 |
| 4:00 | | | 1 | 0 | 1 | 16:00 | | | 7 | 5 | 12 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 7 | 8 | 15 |
| 4:30 | | | 5 | 0 | 5 | 16:30 | | | 8 | 10 | 18 |
| 4:45 | | | 5 | 1 | 6 | 16:45 | | | 6 | 6 | 12 |
| 5:00 | | | 4 | 3 | 7 | 17:00 | | | 6 | 8 | 14 |
| 5:15 | | | 1 | 3 | 4 | 17:15 | | | 7 | 13 | 20 |
| 5:30 | | | 12 | 0 | 12 | 17:30 | | | 4 | 3 | 7 |
| 5:45 | | | 16 | 4 | 20 | 17:45 | | | 9 | 9 | 18 |
| 6:00 | | | 6 | 15 | 21 | 18:00 | | | 5 | 14 | 19 |
| 6:15 | | | 11 | 7 | 18 | 18:15 | | | 3 | 7 | 10 |
| 6:30 | | | 8 | 1 | 9 | 18:30 | | | 2 | 5 | 7 |
| 6:45 | | | 14 | 4 | 18 | 18:45 | | | 4 | 4 | 8 |
| 7:00 | | | 3 | 1 | 4 | 19:00 | | | 2 | 2 | 4 |
| 7:15 | | | 2 | 1 | 3 | 19:15 | | | 3 | 3 | 6 |
| 7:30 | | | 3 | 0 | 3 | 19:30 | | | 0 | 1 | 1 |
| 7:45 | | | 4 | 0 | 4 | 19:45 | | | 2 | 2 | 4 |
| 8:00 | | | 2 | 19 | 21 | 20:00 | | | 1 | 3 | 4 |
| 8:15 | | | 5 | 3 | 8 | 20:15 | | | 0 | 0 | 0 |
| 8:30 | | | 1 | 1 | 2 | 20:30 | | | 2 | 1 | 3 |
| 8:45 | | | 11 | 3 | 14 | 20:45 | | | 3 | 1 | 4 |
| 9:00 | | | 3 | 2 | 5 | 21:00 | | | 2 | 4 | 6 |
| 9:15 | | | 5 | 3 | 8 | 21:15 | | | 2 | 0 | 2 |
| 9:30 | | | 7 | 5 | 12 | 21:30 | | | 3 | 2 | 5 |
| 9:45 | | | 8 | 7 | 15 | 21:45 | | | 5 | 0 | 5 |
| 10:00 | | | 2 | 3 | 5 | 22:00 | | | 1 | 7 | 8 |
| 10:15 | | | 5 | 2 | 7 | 22:15 | | | 1 | 0 | 1 |
| 10:30 | | | 9 | 4 | 13 | 22:30 | | | 0 | 1 | 1 |
| 10:45 | | | 14 | 3 | 17 | 22:45 | | | 0 | 0 | 0 |
| 11:00 | | | 7 | 7 | 14 | 23:00 | | | 1 | 1 | 2 |
| 11:15 | | | 11 | 6 | 17 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 12 | 7 | 19 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 11 | 8 | 19 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 209 | 125 | 334 | TOTALS | 0 | 0 | 222 | 258 | 480 |
| SPLIT % | 0% | 0% | 63% | 37% | 41% | SPLIT % | 0% | 0% | 46% | 54% | 59% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 0 | 1 | 1 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 0 | 0 | 0 |
| 03:00 | 04:00 | | | 0 | 0 | 0 |
| 04:00 | 05:00 | | | 11 | 1 | 12 |
| 05:00 | 06:00 | | | 33 | 10 | 43 |
| 06:00 | 07:00 | | | 39 | 27 | 66 |
| 07:00 | 08:00 | | | 12 | 2 | 14 |
| 08:00 | 09:00 | | | 19 | 26 | 45 |
| 09:00 | 10:00 | | | 23 | 17 | 40 |
| 10:00 | 11:00 | | | 30 | 12 | 42 |
| 11:00 | 12:00 | | | 41 | 28 | 69 |
| 12:00 | 13:00 | | | 47 | 38 | 85 |
| 13:00 | 14:00 | | | 37 | 35 | 72 |
| 14:00 | 15:00 | | | 25 | 36 | 61 |
| 15:00 | 16:00 | | | 15 | 26 | 41 |
| 16:00 | 17:00 | | | 28 | 29 | 57 |
| 17:00 | 18:00 | | | 26 | 33 | 59 |
| 18:00 | 19:00 | | | 14 | 30 | 44 |
| 19:00 | 20:00 | | | 7 | 8 | 15 |
| 20:00 | 21:00 | | | 6 | 5 | 11 |
| 21:00 | 22:00 | | | 12 | 6 | 18 |
| 22:00 | 23:00 | | | 2 | 8 | 10 |
| 23:00 | 00:00 | | | 3 | 4 | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 209 | 125 | 334 |
| Peak Hour | | | 5:30 | 11:00 | 5:30 |
| Peak Volume | | | 45 | 28 | 71 |
| Peak Hour Factor | | | 0.703 | 0.875 | 0.845 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 222 | 258 | 480 |
| Peak Hour | | | 12:00 | 13:30 | 12:00 |
| Peak Volume | | | 47 | 40 | 85 |
| Peak Hour Factor | | | 0.734 | 0.769 | 0.759 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 31 | 28 | 59 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 19 | 26 | 45 |
| Peak Hour Factor | | | 0.432 | 0.342 | 0.536 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 54 | 62 | 116 |
| Peak Hour | | | 16:00 | 16:30 | 16:30 |
| Peak Volume | | | 28 | 37 | 64 |
| Peak Hour Factor | | | 0.875 | 0.712 | 0.800 |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Monday
Date: 3/11/2024

City: Manassas
Project #: VA24_260055_009

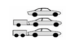
**HOURLY BREAKDOWN**

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 53 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 75 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 56 | 21 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 81 |
| 5:00 | 0 | 109 | 27 | 0 | 5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 145 | 0 | 12 | 11 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 28 | 0 | 121 | 38 | 1 | 7 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 173 |
| 6:00 | 0 | 139 | 37 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 30 | 11 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 49 | 0 | 169 | 48 | 4 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 238 |
| 7:00 | 0 | 109 | 31 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 35 | 17 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 144 | 48 | 3 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 8:00 | 0 | 57 | 22 | 2 | 7 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 91 | 0 | 14 | 15 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 | 0 | 71 | 37 | 4 | 12 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 128 |
| 9:00 | 0 | 41 | 15 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 66 | 0 | 19 | 17 | 3 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 45 | 0 | 60 | 32 | 9 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 111 |
| 10:00 | 0 | 30 | 23 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 30 | 13 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 56 | 0 | 60 | 36 | 6 | 10 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 116 |
| 11:00 | 0 | 44 | 24 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 31 | 27 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 75 | 51 | 4 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 140 |
| 12:00 | 0 | 57 | 14 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 55 | 17 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 81 | 0 | 112 | 31 | 9 | 7 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 164 |
| 13:00 | 0 | 39 | 13 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 64 | 18 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 103 | 31 | 3 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 14:00 | 0 | 22 | 3 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 1 | 92 | 15 | 2 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 119 | 1 | 114 | 18 | 3 | 8 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 148 |
| 15:00 | 0 | 26 | 12 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 115 | 15 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 141 | 27 | 3 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 178 |
| 16:00 | 0 | 36 | 11 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 90 | 30 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 126 | 41 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 17:00 | 0 | 40 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 72 | 17 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 94 | 0 | 112 | 27 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 149 |
| 18:00 | 0 | 18 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 57 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 19:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 34 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 48 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 20:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 0 | 879 | 278 | 30 | 54 | 14 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 1,272 | 1 | 788 | 246 | 27 | 51 | 14 | 1 | 1 | 13 | 0 | 0 | 0 | 0 | 1,142 | 1 | 1,667 | 524 | 57 | 105 | 28 | 1 | 3 | 28 | 0 | 0 | 0 | 0 | 2,414 |
| % of Totals | | 69% | 22% | 2% | 4% | 1% | | 0% | 1% | | | | | 100% | 0% | 69% | 22% | 2% | 4% | 1% | 0% | 0% | 1% | | | | | 100% | 0% | 69% | 22% | 2% | 4% | 1% | 0% | 0% | 1% | | | | | 100% |

**FHWA**

CLASSIFICATION DEFINITIONS


#1 Motorcycles


#2 Passenger Cars

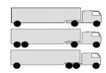
#3 2-Axle, 4-Tire Single Unit

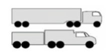
#4 Buses

#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units


#8 <=4-Axle Single Trailers


#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE
#13 >=7-Axle Multi-Trailers

**STATISTICS**

| | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 600 | 202 | 17 | 38 | 6 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 874 | 0 | 182 | 112 | 15 | 30 | 2 | 1 | 1 | 8 | 0 | 0 | 0 | 0 | 351 | 0 | 782 | 314 | 32 | 68 | 8 | 1 | 2 | 18 | 0 | 0 | 0 | 0 | 1225 |
| % | 0% | 47% | 16% | 1% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 69% | 0% | 16% | 10% | 1% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 31% | 0% | 32% | 13% | 1% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 0:00 | 5:30 | 6:00 | 9:00 | 6:00 | 9:15 | 0:00 | 4:45 | 5:00 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 | 0:00 | 11:45 | 11:15 | 9:45 | 10:00 | 11:30 | 6:15 | 10:45 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 0:00 | 5:30 | 6:45 | 9:00 | 6:00 | 11:30 | 6:15 | 4:45 | 8:15 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| Peak Volume | 0 | 143 | 37 | 6 | 11 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 189 | 0 | 42 | 28 | 4 | 7 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 75 | 0 | 172 | 54 | 9 | 16 | 4 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 238 |
| 12:00 - 24:00 | 0 | 279 | 76 | 13 | 16 | 8 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 398 | 1 | 606 | 134 | 12 | 21 | 12 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 791 | 1 | 885 | 210 | 25 | 37 | 20 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 1189 |
| % | 0% | 22% | 6% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 0% | 53% | 12% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% | 0% | 37% | 9% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 12:00 | 12:00 | 12:15 | 12:15 | 12:00 | 12:30 | 12:00 | 14:45 | 21:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:15 | 14:30 | 16:00 | 12:15 | 13:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 | 13:15 | 14:30 | 15:30 | 12:15 | 13:15 | 12:45 | 12:00 | 14:45 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| Peak Volume | 0 | 57 | 16 | 7 | 5 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 83 | 1 | 130 | 30 | 4 | 8 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 153 | 1 | 151 | 41 | 11 | 11 | 7 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 185 |
| 07:00 - 09:00 | 0 | 166 | 53 | 4 | 14 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 241 | 0 | 49 | 32 | 3 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 94 | 0 | 215 | 85 | 7 | 22 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 335 |
| % | 0% | 13% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% | 0% | 4% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 9% | 4% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 109 | 31 | 2 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 150 | 0 | 35 | 17 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 57 | 0 | 144 | 48 | 4 | 12 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 207 |
| 16:00 - 18:00 | 0 | 76 | 21 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 162 | 47 | 3 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 221 | 0 | 238 | 68 | 5 | 11 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 328 |
| % | 0% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 14% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% | 0% | 10% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 40 | 11 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 90 | 30 | 2 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 127 | 0 | 126 | 41 | 3 | 7 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 179 |

**15-MINUTE BREAKDOWN**

| Time | EB #1 | EB #2 | EB #3 | EB #4 | EB #5 | EB #6 | EB #7 | EB #8 | EB #9 | EB #10 | EB #11 | EB #12 | EB #13 | EB Total | WB #1 | WB #2 | WB #3 | WB #4 | WB #5 | WB #6 | WB #7 | WB #8 | WB #9 | WB #10 | WB #11 | WB #12 | WB #13 | WB Total | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 4:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 4:45 | 0 | 30 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 33 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 5:00 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 5:15 | 0 | 17 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 20 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 5:30 | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 30 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 5:45 | 0 | 38 | 8 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 51 | 0 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 44 | 12 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 64 |
| 6:00 | 0 | 39 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 16 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 55 | 11 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 6:15 | 0 | 36 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 43 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 6:30 | 0 | 22 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 25 | 9 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:45 | 0 | 42 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 46 | 18 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 71 |
| 7:00 | 0 | 30 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 9 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 39 | 11 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 7:15 | 0 | 20 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 22 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:30 | 0 | 29 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 8 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 37 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 7:45 | 0 | 30 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 46 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 8:00 | 0 | 13 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 17 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:15 | 0 | 19 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 24 | 12 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 42 |
| 8:30 | 0 | 12 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 4 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 16 | 10 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 8:45 | 0 | 13 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:00 | 0 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 19 | 9 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 34 |
| 9:15 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:30 | 0 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 12 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:45 | 0 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 9 | 8 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 10 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:15 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 17 | 5 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 10:30 | 0 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:45 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 9 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 | 0 | 12 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 25 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:30 | 0 | 12 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 10 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 22 | 19 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:45 | 0 | 11 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 3 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 12 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 19 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 33 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:15 | 0 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 14 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 24 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 26 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 0 | 13 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 16 | 8 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 29 | 12 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 47 |
| 13:00 | 0 | 11 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 24 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 35 | 7 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:15 | 0 | 6 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 18 | 6 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 14 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 27 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:45 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 23 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 1 | 24 | 7 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 14:30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 35 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 38 | 3 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 14:45 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 19 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 28 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 49 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 53 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 15:15 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 32 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:30 | 0 | 11 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 14 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 25 | 9 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 39 |
| 15:45 | 0 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 31 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 | 0 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 31 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 44 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:15 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 31 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:30 | 0 | 4 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 25 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 29 | 6 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:45 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 9 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 20 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 13 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 27 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:30 | 0 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 19 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 27 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 46 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 18:00 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 25 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 879 | 278 | 30 | 54 | 14 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 1,272 | 1 | 788 | 246 | 27 | 51 | 14 | 1 | 1 | 13 | 0 | 0 | 0 | 0 | 1,142 | 1 | 1,667 | 524 | 57 | 105 | 28 | 1 | 3 | 28 | 0 | 0 | 0 | 0 | 2,414 |
| % of Totals | | 69% | 22% | 2% | 4% | 1% | | 0% | 1% | | | | | 100% | 0% | 69% | 22% | 2% | 4% | 1% | 0% | 0% | 1% | | | | | 100% | 0% | 69% | 22% | 2% | 4% | 1% | 0% | 0% | 1% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,272 | 1,142 | 2,414 |

DAILY TOTALS

### 15-Minutes Interval

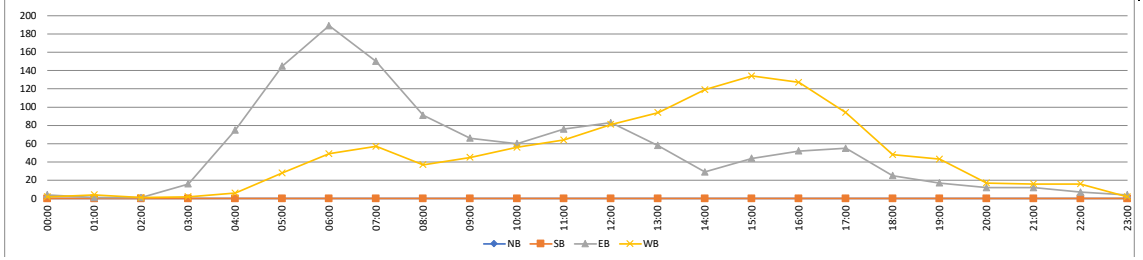
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 24 | 19 | 43 |
| 0:15 | | | 1 | 0 | 1 | 12:15 | | | 19 | 18 | 37 |
| 0:30 | | | 0 | 2 | 2 | 12:30 | | | 20 | 17 | 37 |
| 0:45 | | | 3 | 0 | 3 | 12:45 | | | 20 | 27 | 47 |
| 1:00 | | | 0 | 2 | 2 | 13:00 | | | 18 | 31 | 49 |
| 1:15 | | | 0 | 2 | 2 | 13:15 | | | 12 | 17 | 29 |
| 1:30 | | | 1 | 0 | 1 | 13:30 | | | 15 | 25 | 40 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 13 | 21 | 34 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 7 | 29 | 36 |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 7 | 22 | 29 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 4 | 41 | 45 |
| 2:45 | | | 1 | 0 | 1 | 14:45 | | | 11 | 27 | 38 |
| 3:00 | | | 4 | 1 | 5 | 15:00 | | | 7 | 57 | 64 |
| 3:15 | | | 5 | 1 | 6 | 15:15 | | | 8 | 28 | 36 |
| 3:30 | | | 3 | 0 | 3 | 15:30 | | | 18 | 21 | 39 |
| 3:45 | | | 4 | 0 | 4 | 15:45 | | | 11 | 28 | 39 |
| 4:00 | | | 7 | 0 | 7 | 16:00 | | | 16 | 42 | 58 |
| 4:15 | | | 10 | 1 | 11 | 16:15 | | | 11 | 34 | 45 |
| 4:30 | | | 20 | 2 | 22 | 16:30 | | | 10 | 33 | 43 |
| 4:45 | | | 38 | 3 | 41 | 16:45 | | | 15 | 18 | 33 |
| 5:00 | | | 30 | 5 | 35 | 17:00 | | | 3 | 29 | 32 |
| 5:15 | | | 25 | 4 | 29 | 17:15 | | | 18 | 17 | 35 |
| 5:30 | | | 39 | 6 | 45 | 17:30 | | | 13 | 15 | 28 |
| 5:45 | | | 51 | 13 | 64 | 17:45 | | | 21 | 33 | 54 |
| 6:00 | | | 50 | 22 | 72 | 18:00 | | | 11 | 18 | 29 |
| 6:15 | | | 48 | 7 | 55 | 18:15 | | | 3 | 14 | 17 |
| 6:30 | | | 31 | 9 | 40 | 18:30 | | | 4 | 12 | 16 |
| 6:45 | | | 60 | 11 | 71 | 18:45 | | | 7 | 4 | 11 |
| 7:00 | | | 40 | 15 | 55 | 19:00 | | | 1 | 15 | 16 |
| 7:15 | | | 30 | 7 | 37 | 19:15 | | | 4 | 9 | 13 |
| 7:30 | | | 36 | 17 | 53 | 19:30 | | | 8 | 11 | 19 |
| 7:45 | | | 44 | 18 | 62 | 19:45 | | | 4 | 8 | 12 |
| 8:00 | | | 23 | 5 | 28 | 20:00 | | | 1 | 7 | 8 |
| 8:15 | | | 29 | 13 | 42 | 20:15 | | | 2 | 5 | 7 |
| 8:30 | | | 18 | 14 | 32 | 20:30 | | | 3 | 2 | 5 |
| 8:45 | | | 21 | 5 | 26 | 20:45 | | | 6 | 3 | 9 |
| 9:00 | | | 24 | 10 | 34 | 21:00 | | | 5 | 12 | 17 |
| 9:15 | | | 12 | 11 | 23 | 21:15 | | | 2 | 1 | 3 |
| 9:30 | | | 17 | 10 | 27 | 21:30 | | | 3 | 2 | 5 |
| 9:45 | | | 13 | 14 | 27 | 21:45 | | | 2 | 1 | 3 |
| 10:00 | | | 21 | 15 | 36 | 22:00 | | | 2 | 7 | 9 |
| 10:15 | | | 10 | 19 | 29 | 22:15 | | | 4 | 2 | 6 |
| 10:30 | | | 16 | 8 | 24 | 22:30 | | | 0 | 4 | 4 |
| 10:45 | | | 13 | 14 | 27 | 22:45 | | | 1 | 3 | 4 |
| 11:00 | | | 17 | 8 | 25 | 23:00 | | | 1 | 1 | 2 |
| 11:15 | | | 21 | 19 | 40 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 21 | 23 | 44 | 23:30 | | | 1 | 0 | 1 |
| 11:45 | | | 17 | 14 | 31 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 874 | 351 | 1225 | TOTALS | 0 | 0 | 398 | 791 | 1189 |
| SPLIT % | 0% | 0% | 71% | 29% | 51% | SPLIT % | 0% | 0% | 33% | 67% | 49% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 4 | 2 | 6 |
| 01:00 | 02:00 | | | 1 | 4 | 5 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 16 | 2 | 18 |
| 04:00 | 05:00 | | | 75 | 6 | 81 |
| 05:00 | 06:00 | | | 145 | 28 | 173 |
| 06:00 | 07:00 | | | 189 | 49 | 238 |
| 07:00 | 08:00 | | | 150 | 57 | 207 |
| 08:00 | 09:00 | | | 91 | 37 | 128 |
| 09:00 | 10:00 | | | 66 | 45 | 111 |
| 10:00 | 11:00 | | | 60 | 56 | 116 |
| 11:00 | 12:00 | | | 76 | 64 | 140 |
| 12:00 | 13:00 | | | 83 | 81 | 164 |
| 13:00 | 14:00 | | | 58 | 94 | 152 |
| 14:00 | 15:00 | | | 29 | 119 | 148 |
| 15:00 | 16:00 | | | 44 | 134 | 178 |
| 16:00 | 17:00 | | | 52 | 127 | 179 |
| 17:00 | 18:00 | | | 55 | 94 | 149 |
| 18:00 | 19:00 | | | 25 | 48 | 73 |
| 19:00 | 20:00 | | | 17 | 43 | 60 |
| 20:00 | 21:00 | | | 12 | 17 | 29 |
| 21:00 | 22:00 | | | 12 | 16 | 28 |
| 22:00 | 23:00 | | | 7 | 16 | 23 |
| 23:00 | 00:00 | | | 4 | 2 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 874 | 351 | 1225 |
| Peak Hour | | | 6:00 | 10:45 | 6:00 |
| Peak Volume | | | 189 | 64 | 238 |
| Peak Hour Factor | | | 0.788 | 0.696 | 0.826 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 398 | 791 | 1189 |
| Peak Hour | | | 12:00 | 14:30 | 15:45 |
| Peak Volume | | | 83 | 153 | 185 |
| Peak Hour Factor | | | 0.865 | 0.671 | 0.797 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 241 | 94 | 335 |
| Peak Hour | | | 7:00 | 7:00 | 7:00 |
| Peak Volume | | | 150 | 57 | 207 |
| Peak Hour Factor | | | 0.852 | 0.792 | 0.835 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 107 | 221 | 328 |
| Peak Hour | | | 17:00 | 16:00 | 16:00 |
| Peak Volume | | | 55 | 127 | 179 |
| Peak Hour Factor | | | 0.655 | 0.756 | 0.772 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Tuesday
Date: 3/12/2024

City: Manassas
Project #: VA24_260055_009

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 3:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 69 | 22 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 5:00 | 0 | 99 | 32 | 2 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 6:00 | 1 | 195 | 31 | 7 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 7:00 | 0 | 111 | 40 | 4 | 7 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 174 |
| 8:00 | 0 | 66 | 25 | 4 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 9:00 | 1 | 50 | 22 | 5 | 8 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 107 |
| 10:00 | 1 | 50 | 22 | 7 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 11:00 | 2 | 45 | 19 | 8 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 12:00 | 0 | 59 | 19 | 4 | 2 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 98 |
| 13:00 | 1 | 33 | 12 | 4 | 3 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 65 |
| 14:00 | 1 | 31 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 15:00 | 0 | 31 | 17 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 2 | 49 | 5 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 62 |
| 17:00 | 1 | 35 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 18:00 | 2 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 12 | 1,016 | 300 | 50 | 48 | 124 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 1,562 |
| % of Totals | 1% | 65% | 19% | 3% | 3% | 8% | 0% | | 1% | | | | | 100% |

WESTBOUND

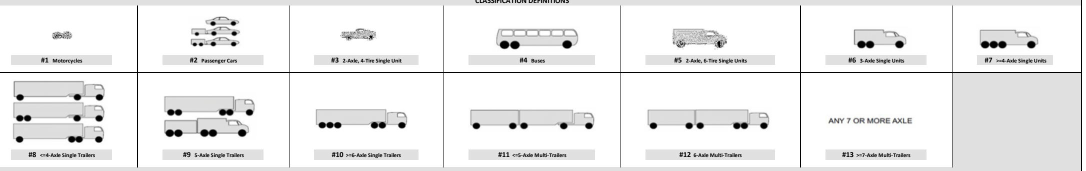
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 13 | 11 | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 6:00 | 0 | 60 | 8 | 2 | 3 | 5 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 86 |
| 7:00 | 0 | 39 | 19 | 3 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 73 |
| 8:00 | 0 | 38 | 18 | 2 | 4 | 9 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 79 |
| 9:00 | 0 | 45 | 18 | 3 | 9 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 87 |
| 10:00 | 2 | 41 | 15 | 3 | 4 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 74 |
| 11:00 | 1 | 70 | 17 | 2 | 3 | 6 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 106 |
| 12:00 | 0 | 53 | 19 | 1 | 5 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 86 |
| 13:00 | 0 | 104 | 23 | 2 | 3 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 139 |
| 14:00 | 1 | 121 | 18 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 148 |
| 15:00 | 1 | 103 | 19 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 16:00 | 2 | 101 | 30 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 141 |
| 17:00 | 0 | 69 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 18:00 | 1 | 69 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 19:00 | 0 | 31 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:00 | 2 | 18 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 10 | 1,020 | 261 | 28 | 60 | 47 | 22 | 1 | 10 | 14 | 0 | 0 | 0 | 1,473 |
| % of Totals | 1% | 69% | 18% | 2% | 4% | 3% | 1% | 0% | 1% | 1% | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 3:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 70 | 22 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 5:00 | 0 | 112 | 43 | 5 | 5 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 184 |
| 6:00 | 1 | 255 | 39 | 9 | 11 | 13 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 337 |
| 7:00 | 0 | 150 | 59 | 7 | 14 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 247 |
| 8:00 | 0 | 104 | 43 | 6 | 5 | 24 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 190 |
| 9:00 | 1 | 95 | 40 | 8 | 17 | 27 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 194 |
| 10:00 | 3 | 91 | 37 | 10 | 7 | 16 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 168 |
| 11:00 | 3 | 115 | 36 | 10 | 7 | 21 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 199 |
| 12:00 | 0 | 112 | 38 | 5 | 7 | 18 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 184 |
| 13:00 | 1 | 137 | 35 | 6 | 6 | 13 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 204 |
| 14:00 | 2 | 152 | 29 | 2 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 193 |
| 15:00 | 1 | 134 | 36 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 16:00 | 4 | 150 | 35 | 3 | 7 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 203 |
| 17:00 | 1 | 104 | 22 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 18:00 | 3 | 97 | 22 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 19:00 | 0 | 41 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 20:00 | 2 | 30 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 21:00 | 0 | 27 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 22:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 22 | 2,036 | 561 | 78 | 108 | 171 | 26 | 1 | 18 | 14 | 0 | 0 | 0 | 3,035 |
| % of Totals | 1% | 67% | 18% | 3% | 4% | 6% | 1% | 0% | 1% | 0% | | | | 100% |

### FHWA

CLASSIFICATION DEFINITIONS




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 712 | 218 | 37 | 35 | 100 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 1113 |
| % | 0% | 46% | 14% | 2% | 2% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 71% |
| Peak Hour | 11:00 | 6:00 | 7:00 | 10:45 | 6:00 | 7:30 | 6:15 | 0:00 | 0:15 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| Peak Volume | 2 | 195 | 40 | 9 | 8 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 251 |
| 12:00 - 24:00 | 7 | 304 | 82 | 13 | 13 | 24 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 449 |
| % | 0% | 19% | 5% | 1% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% |
| Peak Hour | 17:15 | 12:00 | 12:00 | 12:30 | 16:30 | 12:30 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 3 | 59 | 19 | 6 | 4 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 101 |
| 07:00 - 09:00 | 0 | 177 | 65 | 8 | 8 | 25 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 285 |
| % | 0% | 11% | 4% | 1% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 111 | 40 | 6 | 7 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 175 |
| 16:00 - 18:00 | 3 | 84 | 10 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 106 |
| % | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 49 | 5 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 62 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 319 | 109 | 19 | 31 | 38 | 18 | 0 | 7 | 11 | 0 | 0 | 0 | 555 |
| % | 0% | 22% | 7% | 1% | 2% | 3% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 38% |
| Peak Hour | 10:30 | 10:45 | 7:15 | 5:15 | 9:15 | 7:30 | 5:15 | 0:00 | 7:15 | 5:30 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 3 | 71 | 23 | 4 | 10 | 9 | 6 | 0 | 2 | 3 | 0 | 0 | 0 | 110 |
| 12:00 - 24:00 | 7 | 701 | 152 | 9 | 29 | 9 | 4 | 1 | 3 | 3 | 0 | 0 | 0 | 918 |
| % | 0% | 48% | 10% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 14:30 | 14:15 | 16:15 | 13:00 | 15:45 | 12:00 | 12:45 | 15:15 | 13:30 | 12:30 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 2 | 136 | 31 | 2 | 6 | 5 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 164 |
| 07:00 - 09:00 | 0 | 77 | 37 | 5 | 11 | 12 | 4 | 0 | 3 | 3 | 0 | 0 | 0 | 152 |
| % | 0% | 5% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:00 | 7:45 | 7:15 | 7:00 | 7:15 | 7:30 | 7:45 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:45 |
| Peak Volume | 0 | 58 | 23 | 3 | 8 | 9 | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 103 |
| 16:00 - 18:00 | 2 | 170 | 47 | 2 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 229 |
| % | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 101 | 31 | 2 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 141 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 8 | 1031 | 327 | 56 | 66 | 138 | 20 | 0 | 11 | 11 | 0 | 0 | 0 | 1668 |
| % | 0% | 34% | 11% | 2% | 2% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 10:30 | 6:00 | 7:15 | 10:45 | 9:15 | 7:30 | 5:15 | 0:00 | 7:15 | 5:30 | 0:00 | 0:00 | 0:00 | 6:00 |
| Peak Volume | 4 | 255 | 60 | 11 | 18 | 30 | 6 | 0 | 3 | 3 | 0 | 0 | 0 | 337 |
| 12:00 - 24:00 | 14 | 1005 | 234 | 22 | 42 | 33 | 6 | 1 | 7 | 3 | 0 | 0 | 0 | 1367 |
| % | 0% | 33% | 8% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 16:00 | 14:15 | 12:00 | 12:30 | 16:15 | 12:00 | 12:45 | 15:15 | 13:15 | 12:30 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 4 | 171 | 38 | 7 | 9 | 18 | 4 | 1 | 2 | 3 | 0 | 0 | 0 | 234 |
| 07:00 - 09:00 | 0 | 254 | 102 | 13 | 19 | 37 | 5 | 0 | 4 | 3 | 0 | 0 | 0 | 437 |
| % | 0% | 8% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:15 | 7:15 | 7:15 | 7:00 | 7:30 | 7:45 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 160 | 60 | 8 | 14 | 30 | 4 | 0 | 3 | 3 | 0 | 0 | 0 | 272 |
| 16:00 - 18:00 | 5 | 254 | 57 | 5 | 10 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 335 |
| % | 0% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 150 | 36 | 3 | 9 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 203 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 | 0 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 4:45 | 0 | 44 | 12 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 5:00 | 0 | 20 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:15 | 0 | 17 | 8 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 5:30 | 0 | 28 | 7 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 5:45 | 0 | 34 | 14 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 6:00 | 0 | 46 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 6:15 | 0 | 58 | 10 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 6:30 | 0 | 38 | 8 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 6:45 | 1 | 53 | 7 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 7:00 | 0 | 27 | 12 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 | 0 | 28 | 8 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 40 |
| 7:30 | 0 | 19 | 8 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:45 | 0 | 37 | 12 | 1 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 8:00 | 0 | 24 | 9 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:15 | 0 | 15 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 14 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:45 | 0 | 13 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 0 | 16 | 7 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:15 | 1 | 25 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 9:30 | 0 | 3 | 5 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 6 | 4 | 0 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 12 | 5 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:15 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:30 | 0 | 11 | 8 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:45 | 1 | 12 | 5 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 6 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 8 | 4 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 19 | 5 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:45 | 2 | 12 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 8 | 4 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 10 | 4 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 12 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 29 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 6 | 4 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 12 | 2 | 2 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 1 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 12 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 1 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 12 | 1,016 | 300 | 50 | 48 | 124 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 1,562 |
| % of Totals | 1% | 65% | 19% | 3% | 3% | 8% | 0% | | 1% | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 2 | 9 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 37 | 3 | 1 | 0 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 51 |
| 6:15 | 0 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 11 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 5 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 2 | 5 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 | 0 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 25 | 8 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 18 | 7 | 0 | 1 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 34 |
| 8:15 | 0 | 6 | 4 | 1 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 9 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 7 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 10 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:30 | 0 | 11 | 4 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 9:45 | 0 | 17 | 3 | 1 | 4 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 17 | 4 | 0 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 28 |
| 10:15 | 0 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 2 | 12 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 22 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:15 | 1 | 14 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 26 |
| 11:30 | 0 | 23 | 6 | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 36 |
| 11:45 | 0 | 11 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 14 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:15 | 0 | 15 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 8 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 16 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 37 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 13:15 | 0 | 30 | 5 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 41 |
| 13:30 | 0 | 25 | 9 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:45 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 28 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:15 | 0 | 30 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:30 | 1 | 39 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 14:45 | 0 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:00 | 0 | 43 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:15 | 1 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 15:45 | 0 | 24 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 1 | 23 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 1 | 23 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:30 | 0 | 34 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 16:45 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 22 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:45 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 1 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 10 | 1,020 | 261 | 28 | 60 | 47 | 22 | 1 | 10 | 14 | 0 | 0 | 0 | 1,473 |
| % of Totals | 1% | 69% | 18% | 2% | 4% | 3% | 1% | 0% | 1% | 1% | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 0 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:45 | 0 | 45 | 12 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 5:00 | 0 | 27 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 5:15 | 0 | 19 | 9 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:30 | 0 | 30 | 8 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 5:45 | 0 | 36 | 23 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 66 |
| 6:00 | 0 | 83 | 9 | 2 | 2 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 106 |
| 6:15 | 0 | 66 | 13 | 3 | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 91 |
| 6:30 | 0 | 49 | 9 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 6:45 | 1 | 57 | 8 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 7:00 | 0 | 32 | 15 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:15 | 0 | 30 | 13 | 4 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| 7:30 | 0 | 26 | 11 | 1 | 3 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 47 |
| 7:45 | 0 | 62 | 20 | 1 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 8:00 | 0 | 42 | 16 | 2 | 1 | 11 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 76 |
| 8:15 | 0 | 21 | 8 | 1 | 2 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 41 |
| 8:30 | 0 | 23 | 8 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:45 | 0 | 18 | 11 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 9:00 | 0 | 23 | 13 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:15 | 1 | 35 | 11 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 9:30 | 0 | 14 | 9 | 3 | 6 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 39 |
| 9:45 | 0 | 23 | 7 | 1 | 6 | 13 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 54 |
| 10:00 | 0 | 29 | 9 | 3 | 3 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 54 |
| 10:15 | 0 | 21 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:30 | 0 | 17 | 10 | 4 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 10:45 | 3 | 24 | 8 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 0 | 28 | 10 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:15 | 1 | 22 | 12 | 2 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 46 |
| 11:30 | 0 | 42 | 11 | 6 | 2 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 70 |
| 11:45 | 2 | 23 | 3 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 22 | 8 | 2 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:15 | 0 | 25 | 8 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 20 | 10 | 2 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 40 |
| 12:45 | 0 | 45 | 12 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 62 |
| 13:00 | 0 | 43 | 7 | 2 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 13:15 | 0 | 42 | 7 | 2 | 3 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 63 |
| 13:30 | 0 | 32 | 12 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 13:45 | 1 | 20 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:00 | 0 | 32 | 6 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 43 |
| 14:15 | 0 | 35 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 14:30 | 2 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:45 | 0 | 39 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 0 | 51 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 15:15 | 1 | 24 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:30 | 0 | 30 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:45 | 0 | 29 | 9 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 1 | 33 | 7 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 44 |
| 16:15 | 2 | 42 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 16:30 | 0 | 46 | 12 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:45 | 1 | 29 | 9 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 26 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:15 | 0 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 1 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:45 | 0 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:00 | 3 | 37 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 18:15 | 0 | 23 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:30 | 0 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:45 | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:15 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:45 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 22 | 2,036 | 561 | 78 | 108 | 171 | 26 | 1 | 18 | 14 | 0 | 0 | 0 | 3,035 |
| % of Totals | 1% | 67% | 18% | 3% | 4% | 6% | 1% | 0% | 1% | 0% | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,562 | 1,473 | 3,035 |

DAILY TOTALS

### 15-Minutes Interval

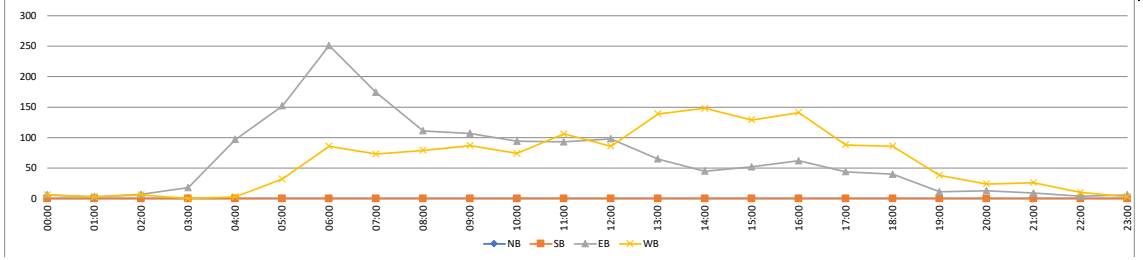
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 20 | 23 | 43 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 18 | 21 | 39 |
| 0:30 | | | 1 | 3 | 4 | 12:30 | | | 21 | 19 | 40 |
| 0:45 | | | 3 | 2 | 5 | 12:45 | | | 39 | 23 | 62 |
| 1:00 | | | 1 | 2 | 3 | 13:00 | | | 19 | 42 | 61 |
| 1:15 | | | 1 | 1 | 2 | 13:15 | | | 22 | 41 | 63 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 11 | 37 | 48 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 13 | 19 | 32 |
| 2:00 | | | 2 | 1 | 3 | 14:00 | | | 7 | 36 | 43 |
| 2:15 | | | 1 | 3 | 4 | 14:15 | | | 9 | 36 | 45 |
| 2:30 | | | 2 | 2 | 4 | 14:30 | | | 9 | 49 | 58 |
| 2:45 | | | 2 | 0 | 2 | 14:45 | | | 20 | 27 | 47 |
| 3:00 | | | 2 | 0 | 2 | 15:00 | | | 13 | 52 | 65 |
| 3:15 | | | 4 | 0 | 4 | 15:15 | | | 18 | 17 | 35 |
| 3:30 | | | 6 | 0 | 6 | 15:30 | | | 12 | 28 | 40 |
| 3:45 | | | 6 | 0 | 6 | 15:45 | | | 9 | 32 | 41 |
| 4:00 | | | 7 | 1 | 8 | 16:00 | | | 12 | 32 | 44 |
| 4:15 | | | 11 | 0 | 11 | 16:15 | | | 21 | 32 | 53 |
| 4:30 | | | 19 | 1 | 20 | 16:30 | | | 16 | 48 | 64 |
| 4:45 | | | 60 | 1 | 61 | 16:45 | | | 13 | 29 | 42 |
| 5:00 | | | 28 | 7 | 35 | 17:00 | | | 5 | 32 | 37 |
| 5:15 | | | 31 | 6 | 37 | 17:15 | | | 10 | 15 | 25 |
| 5:30 | | | 42 | 4 | 46 | 17:30 | | | 14 | 23 | 37 |
| 5:45 | | | 51 | 15 | 66 | 17:45 | | | 15 | 18 | 33 |
| 6:00 | | | 55 | 51 | 106 | 18:00 | | | 16 | 29 | 45 |
| 6:15 | | | 77 | 14 | 91 | 18:15 | | | 11 | 21 | 32 |
| 6:30 | | | 52 | 16 | 68 | 18:30 | | | 7 | 23 | 30 |
| 6:45 | | | 67 | 5 | 72 | 18:45 | | | 6 | 13 | 19 |
| 7:00 | | | 41 | 10 | 51 | 19:00 | | | 3 | 14 | 17 |
| 7:15 | | | 40 | 13 | 53 | 19:15 | | | 4 | 9 | 13 |
| 7:30 | | | 34 | 13 | 47 | 19:30 | | | 2 | 9 | 11 |
| 7:45 | | | 59 | 37 | 96 | 19:45 | | | 2 | 6 | 8 |
| 8:00 | | | 42 | 34 | 76 | 20:00 | | | 0 | 4 | 4 |
| 8:15 | | | 23 | 18 | 41 | 20:15 | | | 4 | 5 | 9 |
| 8:30 | | | 24 | 14 | 38 | 20:30 | | | 4 | 10 | 14 |
| 8:45 | | | 22 | 13 | 35 | 20:45 | | | 5 | 5 | 10 |
| 9:00 | | | 31 | 15 | 46 | 21:00 | | | 1 | 19 | 20 |
| 9:15 | | | 36 | 19 | 55 | 21:15 | | | 0 | 2 | 2 |
| 9:30 | | | 17 | 22 | 39 | 21:30 | | | 6 | 3 | 9 |
| 9:45 | | | 23 | 31 | 54 | 21:45 | | | 2 | 2 | 4 |
| 10:00 | | | 26 | 28 | 54 | 22:00 | | | 1 | 5 | 6 |
| 10:15 | | | 20 | 15 | 35 | 22:15 | | | 2 | 2 | 4 |
| 10:30 | | | 26 | 11 | 37 | 22:30 | | | 0 | 2 | 2 |
| 10:45 | | | 22 | 20 | 42 | 22:45 | | | 1 | 1 | 2 |
| 11:00 | | | 18 | 28 | 46 | 23:00 | | | 2 | 1 | 3 |
| 11:15 | | | 20 | 26 | 46 | 23:15 | | | 2 | 0 | 2 |
| 11:30 | | | 34 | 36 | 70 | 23:30 | | | 1 | 1 | 2 |
| 11:45 | | | 21 | 16 | 37 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 1113 | 555 | 1668 | TOTALS | 0 | 0 | 449 | 918 | 1367 |
| SPLIT % | 0% | 0% | 67% | 33% | 55% | SPLIT % | 0% | 0% | 33% | 67% | 45% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 6 | 6 | 12 |
| 01:00 | 02:00 | | | 3 | 3 | 6 |
| 02:00 | 03:00 | | | 7 | 6 | 13 |
| 03:00 | 04:00 | | | 18 | 0 | 18 |
| 04:00 | 05:00 | | | 97 | 3 | 100 |
| 05:00 | 06:00 | | | 152 | 32 | 184 |
| 06:00 | 07:00 | | | 251 | 86 | 337 |
| 07:00 | 08:00 | | | 174 | 73 | 247 |
| 08:00 | 09:00 | | | 111 | 79 | 190 |
| 09:00 | 10:00 | | | 107 | 87 | 194 |
| 10:00 | 11:00 | | | 94 | 74 | 168 |
| 11:00 | 12:00 | | | 93 | 106 | 199 |
| 12:00 | 13:00 | | | 98 | 86 | 184 |
| 13:00 | 14:00 | | | 65 | 139 | 204 |
| 14:00 | 15:00 | | | 45 | 148 | 193 |
| 15:00 | 16:00 | | | 52 | 129 | 181 |
| 16:00 | 17:00 | | | 62 | 141 | 203 |
| 17:00 | 18:00 | | | 44 | 88 | 132 |
| 18:00 | 19:00 | | | 40 | 86 | 126 |
| 19:00 | 20:00 | | | 11 | 38 | 49 |
| 20:00 | 21:00 | | | 13 | 24 | 37 |
| 21:00 | 22:00 | | | 9 | 26 | 35 |
| 22:00 | 23:00 | | | 4 | 10 | 14 |
| 23:00 | 00:00 | | | 6 | 3 | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 1113 | 555 | 1668 |
| Peak Hour | | | 6:00 | 10:45 | 6:00 |
| Peak Volume | | | 251 | 110 | 337 |
| Peak Hour Factor | | | 0.815 | 0.764 | 0.795 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 449 | 918 | 1367 |
| Peak Hour | | | 12:30 | 14:15 | 12:45 |
| Peak Volume | | | 101 | 164 | 234 |
| Peak Hour Factor | | | 0.647 | 0.788 | 0.929 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 285 | 152 | 437 |
| Peak Hour | | | 7:15 | 7:45 | 7:15 |
| Peak Volume | | | 175 | 103 | 272 |
| Peak Hour Factor | | | 0.742 | 0.696 | 0.708 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 106 | 229 | 335 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 62 | 141 | 203 |
| Peak Hour Factor | | | 0.738 | 0.734 | 0.793 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Wednesday
Date: 3/13/2024

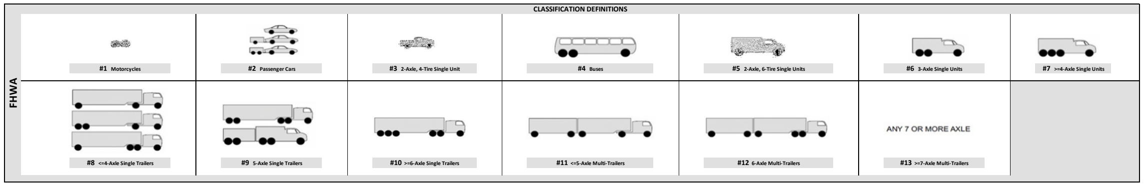
City: Manassas
Project #: VA24_260055_009

### HOURLY BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 4:00 | 1 | 62 | 17 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 88 | 0 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 1 | 65 | 18 | 2 | 1 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 96 |
| 5:00 | 1 | 111 | 36 | 1 | 4 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 173 | 0 | 8 | 13 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 1 | 119 | 49 | 3 | 4 | 18 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 200 |
| 6:00 | 0 | 137 | 30 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 1 | 50 | 13 | 5 | 5 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 91 | 1 | 187 | 43 | 6 | 8 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 267 |
| 7:00 | 0 | 102 | 42 | 2 | 4 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 168 | 0 | 24 | 15 | 2 | 5 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 55 | 0 | 126 | 57 | 4 | 9 | 18 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 223 |
| 8:00 | 1 | 63 | 24 | 4 | 11 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 117 | 0 | 36 | 10 | 1 | 3 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 1 | 99 | 34 | 5 | 14 | 14 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 176 |
| 9:00 | 0 | 48 | 19 | 0 | 4 | 24 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 97 | 0 | 42 | 11 | 2 | 2 | 5 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 74 | 0 | 90 | 30 | 2 | 6 | 29 | 10 | 0 | 3 | 1 | 0 | 0 | 0 | 171 |
| 10:00 | 0 | 50 | 23 | 5 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 41 | 11 | 2 | 9 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 71 | 0 | 91 | 34 | 7 | 15 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 165 |
| 11:00 | 1 | 42 | 13 | 3 | 5 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 48 | 17 | 3 | 7 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 90 | 1 | 90 | 30 | 6 | 12 | 25 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 175 |
| 12:00 | 0 | 57 | 16 | 3 | 7 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 1 | 58 | 20 | 1 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 1 | 115 | 36 | 4 | 13 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 13:00 | 0 | 48 | 15 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 87 | 21 | 1 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 135 | 36 | 2 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 14:00 | 0 | 34 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 2 | 121 | 22 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 2 | 155 | 38 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 15:00 | 2 | 38 | 14 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 118 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 3 | 156 | 49 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 215 |
| 16:00 | 1 | 46 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 90 | 21 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 116 | 1 | 136 | 25 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 169 |
| 17:00 | 1 | 52 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 2 | 67 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 3 | 119 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 18:00 | 1 | 27 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 50 | 13 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 2 | 77 | 17 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 19:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 21:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 25 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 31 |
| 22:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 18 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 9 | 973 | 287 | 29 | 56 | 136 | 4 | 2 | 9 | 0 | 0 | 0 | 0 | 1,505 | 9 | 948 | 252 | 24 | 57 | 35 | 51 | 3 | 8 | 1 | 0 | 0 | 0 | 1,388 | 18 | 1,921 | 539 | 53 | 113 | 171 | 55 | 5 | 17 | 1 | 0 | 0 | 0 | 2,893 |
| % of Totals | 1% | 65% | 19% | 2% | 4% | 9% | 0% | 0% | 1% | | | | | 100% | 1% | 68% | 18% | 2% | 4% | 3% | 4% | 0% | 1% | 0% | | | | 100% | 1% | 66% | 19% | 2% | 4% | 6% | 2% | 0% | 1% | 0% | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

| | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 00:00 - 12:00 | 4 | 636 | 207 | 17 | 38 | 112 | 3 | 1 | 7 | 0 | 0 | 0 | 0 | 1025 | 1 | 263 | 91 | 19 | 31 | 28 | 43 | 3 | 7 | 1 | 0 | 0 | 0 | 487 | 5 | 899 | 298 | 36 | 69 | 140 | 46 | 4 | 14 | 1 | 0 | 0 | 0 | 1512 |
| % | 0% | 42% | 14% | 1% | 3% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 68% | 0% | 19% | 7% | 1% | 2% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 35% | 0% | 31% | 10% | 1% | 2% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 52% |
| Peak Hour | 4:00 | 5:30 | 7:00 | 10:00 | 8:00 | 7:30 | 4:30 | 6:45 | 8:30 | 0:00 | 0:00 | 0:00 | 0:00 | 5:30 | 5:15 | 9:45 | 7:15 | 5:30 | 10:15 | 5:30 | 5:30 | 7:00 | 5:30 | 8:45 | 0:00 | 0:00 | 0:00 | 5:45 | 5:15 | 5:45 | 7:00 | 10:15 | 11:30 | 9:15 | 10:30 | 7:00 | 8:30 | 8:45 | 0:00 | 0:00 | 0:00 | 5:45 |
| Peak Volume | 1 | 144 | 42 | 5 | 11 | 28 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 203 | 1 | 54 | 18 | 5 | 10 | 8 | 11 | 2 | 2 | 1 | 0 | 0 | 0 | 91 | 2 | 190 | 57 | 8 | 16 | 32 | 12 | 3 | 5 | 1 | 0 | 0 | 0 | 291 |
| 12:00 - 24:00 | 5 | 337 | 80 | 12 | 18 | 24 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 480 | 8 | 685 | 161 | 5 | 26 | 7 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 901 | 13 | 1022 | 241 | 17 | 44 | 31 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 1381 |
| % | 0% | 22% | 5% | 1% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 32% | 1% | 49% | 12% | 0% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 65% | 0% | 35% | 8% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% |
| Peak Hour | 15:00 | 12:00 | 12:30 | 14:00 | 12:00 | 12:00 | 12:00 | 14:30 | 20:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 14:15 | 15:00 | 12:15 | 12:00 | 12:00 | 12:15 | 12:00 | 16:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 | 17:15 | 14:15 | 15:00 | 12:00 | 12:00 | 12:00 | 12:15 | 14:30 | 20:45 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 2 | 57 | 18 | 4 | 7 | 21 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 105 | 2 | 139 | 35 | 2 | 6 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 178 | 4 | 175 | 49 | 4 | 13 | 26 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 237 |
| 07:00 - 09:00 | 1 | 165 | 66 | 6 | 15 | 28 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 285 | 0 | 60 | 25 | 3 | 8 | 4 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 114 | 1 | 225 | 91 | 9 | 23 | 32 | 11 | 3 | 4 | 0 | 0 | 0 | 0 | 399 |
| % | 0% | 11% | 4% | 0% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% | 0% | 4% | 2% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 8% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:30 | 7:00 | 7:00 | 8:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:30 | 7:30 | 7:00 | 8:00 | 8:00 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 1 | 102 | 42 | 4 | 11 | 28 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 168 | 0 | 45 | 18 | 2 | 5 | 3 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 79 | 1 | 129 | 57 | 5 | 14 | 30 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 235 |
| 16:00 - 18:00 | 2 | 98 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 2 | 157 | 32 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 199 | 4 | 255 | 40 | 3 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 311 |
| % | 0% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:15 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 52 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 2 | 96 | 21 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 118 | 3 | 140 | 25 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 169 |

### 15-MINUTE BREAKDOWN

| Time | EASTBOUND | | | | | | | | | | | | | Total | WESTBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | |
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 4:15 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 | 0 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 4:45 | 1 | 34 | 8 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 37 | 8 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 5:00 | 0 | 27 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 29 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 5:15 | 0 | 13 | 3 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 6 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 5:30 | 0 | 33 | 7 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 34 | 11 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 52 |
| 5:45 | 1 | 38 | 16 | 1 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 64 | 0 | 3 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 41 | 21 | 1 | 2 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 75 |
| 6:00 | 0 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 25 | 4 | 2 | 1 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 61 | 10 | 3 | 1 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 6:15 | 0 | 37 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 14 | 2 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 51 | 11 | 2 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 73 |
| 6:30 | 0 | 32 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 37 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 6:45 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 38 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:00 | 0 | 27 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 29 | 12 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 7:15 | 0 | 26 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 4 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 30 | 18 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 52 |
| 7:30 | 0 | 25 | 7 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 30 | 8 | 2 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 50 |
| 7:45 | 0 | 24 | 13 | 1 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 49 | 0 | 13 | 6 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 37 | 19 | 1 | 1 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 75 |
| 8:00 | 0 | 17 | 5 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 11 | 5 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 28 | 10 | 0 | 5 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 8:15 | 1 | 18 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 16 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 34 | 5 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:30 | 0 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16 | 6 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 28 |
| 8:45 | 0 | 16 | 10 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 36 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | 13 | 4 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 9:00 | 0 | 10 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 19 | 7 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 9:15 | 0 | 13 | 3 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 6 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 19 | 5 | 2 | 1 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 39 |
| 9:30 | 0 | 13 | 7 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 5 | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 18 | 10 | 0 | 2 | 12 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 47 |
| 9:45 | 0 | 12 | 4 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 22 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 34 | 8 | 0 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:00 | 0 | 11 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 19 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 30 | 5 | 1 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 44 |
| 10:15 | 0 | 11 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 7 | 5 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 11 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:30 | 0 | 13 | 7 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 6 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 19 | 9 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:45 | 0 | 15 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 9 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 24 | 9 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:00 | 0 | 6 | 7 | 1 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 11 | 6 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 17 | 13 | 2 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:15 | 0 | 10 | 2 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 9 | 3 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 19 | 5 | 1 | 2 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 11:30 | 1 | 15 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 16 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 31 | 6 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:45 | 0 | 11 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 12 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 23 | 6 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:00 | 0 | 11 | 7 | 3 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 13 | 5 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 24 | 12 | 3 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:15 | 0 | 13 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 12 | 4 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 25 | 4 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 20 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 8 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 28 | 8 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:45 | 0 | 13 | 6 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 25 | 6 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 38 | 12 | 0 | 3 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 4 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 38 | 6 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 42 | 12 | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:15 | 0 | 9 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 27 | 11 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 13:30 | 0 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 30 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:45 | 0 | 18 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 36 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:15 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 42 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:30 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 31 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 34 | 8 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 14:45 | 0 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 28 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 39 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 15:00 | 1 | 10 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 50 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 1 | 60 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:15 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 32 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 15:30 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 30 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:45 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 27 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 34 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:15 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 28 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 38 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:30 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 20 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 34 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:45 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 28 | 0 | 31 | 7 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 1 | 21 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 35 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 18:00 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 33 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 18:15 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 16 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 19 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 9 | 973 | 287 | 29 | 56 | 136 | 4 | 2 | 9 | 0 | 0 | 0 | 0 | 1,505 | 9 | 948 | 252 | 24 | 57 | 35 | 51 | 3 | 8 | 1 | 0 | 0 | 0 | 1,388 | 18 | 1,921 | 539 | 53 | 113 | 171 | 55 | 5 | 17 | 1 | 0 | 0 | 0 | 2,893 |
| % of Totals | 1% | 65% | 19% | 2% | 4% | 9% | 0% | 0% | 1% | | | | | 100% | 1% | 68% | 18% | 2% | 4% | 3% | 4% | 0% | 1% | 0% | | | | 100% | 1% | 66% | 19% | 2% | 4% | 6% | 2% | 0% | 1% | 0% | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,505 | 1,388 | 2,893 |

DAILY TOTALS

### 15-Minutes Interval

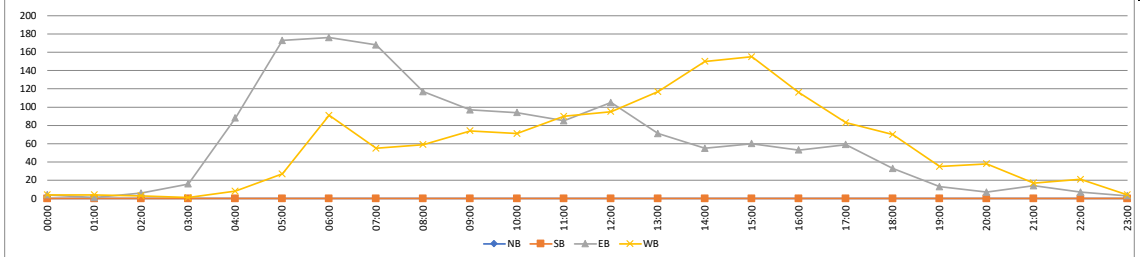
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 29 | 23 | 52 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 18 | 21 | 39 |
| 0:30 | | | 1 | 2 | 3 | 12:30 | | | 25 | 15 | 40 |
| 0:45 | | | 1 | 1 | 2 | 12:45 | | | 33 | 36 | 69 |
| 1:00 | | | 0 | 2 | 2 | 13:00 | | | 12 | 51 | 63 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 14 | 27 | 41 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 21 | 17 | 38 |
| 1:45 | | | 1 | 0 | 1 | 13:45 | | | 24 | 22 | 46 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 14 | 40 | 54 |
| 2:15 | | | 2 | 1 | 3 | 14:15 | | | 16 | 38 | 54 |
| 2:30 | | | 2 | 0 | 2 | 14:30 | | | 9 | 39 | 48 |
| 2:45 | | | 1 | 2 | 3 | 14:45 | | | 16 | 33 | 49 |
| 3:00 | | | 1 | 1 | 2 | 15:00 | | | 18 | 68 | 86 |
| 3:15 | | | 4 | 0 | 4 | 15:15 | | | 17 | 29 | 46 |
| 3:30 | | | 4 | 0 | 4 | 15:30 | | | 14 | 24 | 38 |
| 3:45 | | | 7 | 0 | 7 | 15:45 | | | 11 | 34 | 45 |
| 4:00 | | | 8 | 1 | 9 | 16:00 | | | 12 | 27 | 39 |
| 4:15 | | | 10 | 2 | 12 | 16:15 | | | 11 | 33 | 44 |
| 4:30 | | | 23 | 2 | 25 | 16:30 | | | 17 | 28 | 45 |
| 4:45 | | | 47 | 3 | 50 | 16:45 | | | 13 | 28 | 41 |
| 5:00 | | | 40 | 3 | 43 | 17:00 | | | 10 | 29 | 39 |
| 5:15 | | | 24 | 6 | 30 | 17:15 | | | 9 | 19 | 28 |
| 5:30 | | | 45 | 7 | 52 | 17:30 | | | 15 | 15 | 30 |
| 5:45 | | | 64 | 11 | 75 | 17:45 | | | 25 | 20 | 45 |
| 6:00 | | | 43 | 47 | 90 | 18:00 | | | 10 | 33 | 43 |
| 6:15 | | | 51 | 22 | 73 | 18:15 | | | 11 | 13 | 24 |
| 6:30 | | | 42 | 11 | 53 | 18:30 | | | 7 | 17 | 24 |
| 6:45 | | | 40 | 11 | 51 | 18:45 | | | 5 | 7 | 12 |
| 7:00 | | | 39 | 7 | 46 | 19:00 | | | 4 | 14 | 18 |
| 7:15 | | | 40 | 12 | 52 | 19:15 | | | 5 | 8 | 13 |
| 7:30 | | | 40 | 10 | 50 | 19:30 | | | 2 | 8 | 10 |
| 7:45 | | | 49 | 26 | 75 | 19:45 | | | 2 | 5 | 7 |
| 8:00 | | | 36 | 22 | 58 | 20:00 | | | 0 | 18 | 18 |
| 8:15 | | | 24 | 21 | 45 | 20:15 | | | 2 | 7 | 9 |
| 8:30 | | | 21 | 7 | 28 | 20:30 | | | 2 | 6 | 8 |
| 8:45 | | | 36 | 9 | 45 | 20:45 | | | 3 | 7 | 10 |
| 9:00 | | | 17 | 13 | 30 | 21:00 | | | 7 | 12 | 19 |
| 9:15 | | | 25 | 14 | 39 | 21:15 | | | 3 | 2 | 5 |
| 9:30 | | | 31 | 16 | 47 | 21:30 | | | 1 | 3 | 4 |
| 9:45 | | | 24 | 31 | 55 | 21:45 | | | 3 | 0 | 3 |
| 10:00 | | | 20 | 24 | 44 | 22:00 | | | 1 | 13 | 14 |
| 10:15 | | | 23 | 18 | 41 | 22:15 | | | 2 | 0 | 2 |
| 10:30 | | | 27 | 13 | 40 | 22:30 | | | 2 | 4 | 6 |
| 10:45 | | | 24 | 16 | 40 | 22:45 | | | 2 | 4 | 6 |
| 11:00 | | | 23 | 22 | 45 | 23:00 | | | 1 | 1 | 2 |
| 11:15 | | | 20 | 23 | 43 | 23:15 | | | 1 | 1 | 2 |
| 11:30 | | | 23 | 25 | 48 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 19 | 20 | 39 | 23:45 | | | 1 | 1 | 2 |
| TOTALS | 0 | 0 | 1025 | 487 | 1512 | TOTALS | 0 | 0 | 480 | 901 | 1381 |
| SPLIT % | 0% | 0% | 68% | 32% | 52% | SPLIT % | 0% | 0% | 35% | 65% | 48% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 4 | 4 | 8 |
| 01:00 | 02:00 | | | 1 | 4 | 5 |
| 02:00 | 03:00 | | | 6 | 3 | 9 |
| 03:00 | 04:00 | | | 16 | 1 | 17 |
| 04:00 | 05:00 | | | 88 | 8 | 96 |
| 05:00 | 06:00 | | | 173 | 27 | 200 |
| 06:00 | 07:00 | | | 176 | 91 | 267 |
| 07:00 | 08:00 | | | 168 | 55 | 223 |
| 08:00 | 09:00 | | | 117 | 59 | 176 |
| 09:00 | 10:00 | | | 97 | 74 | 171 |
| 10:00 | 11:00 | | | 94 | 71 | 165 |
| 11:00 | 12:00 | | | 85 | 90 | 175 |
| 12:00 | 13:00 | | | 105 | 95 | 200 |
| 13:00 | 14:00 | | | 71 | 117 | 188 |
| 14:00 | 15:00 | | | 55 | 150 | 205 |
| 15:00 | 16:00 | | | 60 | 155 | 215 |
| 16:00 | 17:00 | | | 53 | 116 | 169 |
| 17:00 | 18:00 | | | 59 | 83 | 142 |
| 18:00 | 19:00 | | | 33 | 70 | 103 |
| 19:00 | 20:00 | | | 13 | 35 | 48 |
| 20:00 | 21:00 | | | 7 | 38 | 45 |
| 21:00 | 22:00 | | | 14 | 17 | 31 |
| 22:00 | 23:00 | | | 7 | 21 | 28 |
| 23:00 | 00:00 | | | 3 | 4 | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 1025 | 487 | 1512 |
| Peak Hour | | | 5:30 | 5:45 | 5:45 |
| Peak Volume | | | 203 | 91 | 291 |
| Peak Hour Factor | | | 0.793 | 0.484 | 0.808 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 480 | 901 | 1381 |
| Peak Hour | | | 12:00 | 14:15 | 14:15 |
| Peak Volume | | | 105 | 178 | 237 |
| Peak Hour Factor | | | 0.795 | 0.654 | 0.689 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 285 | 114 | 399 |
| Peak Hour | | | 7:00 | 7:30 | 7:15 |
| Peak Volume | | | 168 | 79 | 235 |
| Peak Hour Factor | | | 0.857 | 0.760 | 0.783 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 112 | 199 | 311 |
| Peak Hour | | | 17:00 | 16:15 | 16:00 |
| Peak Volume | | | 59 | 118 | 169 |
| Peak Hour Factor | | | 0.590 | 0.894 | 0.939 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Thursday
Date: 3/14/2024

City: Manassas
Project #: VA24_260055_009

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 4:00 | 0 | 51 | 10 | 0 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 72 |
| 5:00 | 1 | 111 | 26 | 0 | 5 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 160 |
| 6:00 | 2 | 165 | 55 | 1 | 8 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 236 |
| 7:00 | 1 | 109 | 32 | 0 | 10 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 167 |
| 8:00 | 1 | 72 | 26 | 2 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 9:00 | 1 | 53 | 22 | 4 | 3 | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 104 |
| 10:00 | 0 | 38 | 17 | 3 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:00 | 0 | 42 | 17 | 2 | 2 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:00 | 0 | 29 | 18 | 3 | 4 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:00 | 1 | 34 | 8 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 1 | 27 | 13 | 3 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 15:00 | 2 | 37 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 1 | 55 | 9 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 17:00 | 1 | 25 | 6 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 36 |
| 18:00 | 1 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 13 | 938 | 284 | 25 | 48 | 136 | 5 | 3 | 12 | 0 | 0 | 0 | 0 | 1,464 |
| % of Totals | 1% | 64% | 19% | 2% | 3% | 9% | 0% | 0% | 1% | | | | | 100% |

WESTBOUND

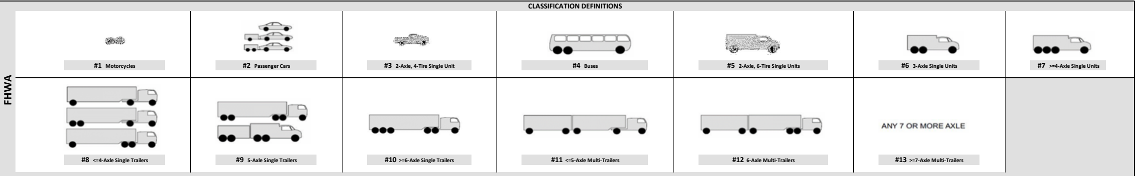
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 18 | 13 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 6:00 | 0 | 42 | 13 | 1 | 2 | 7 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 72 |
| 7:00 | 1 | 23 | 17 | 0 | 4 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 52 |
| 8:00 | 0 | 30 | 16 | 0 | 5 | 9 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 70 |
| 9:00 | 0 | 28 | 8 | 0 | 4 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 0 | 41 | 14 | 2 | 6 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 73 |
| 11:00 | 2 | 62 | 21 | 2 | 7 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 12:00 | 1 | 50 | 15 | 0 | 2 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 80 |
| 13:00 | 0 | 75 | 24 | 0 | 7 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 116 |
| 14:00 | 2 | 109 | 23 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 139 |
| 15:00 | 0 | 98 | 24 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 16:00 | 2 | 92 | 16 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 119 |
| 17:00 | 1 | 71 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 18:00 | 1 | 61 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 19:00 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 11 | 891 | 234 | 12 | 56 | 65 | 44 | 0 | 11 | 2 | 0 | 0 | 0 | 1,326 |
| % of Totals | 1% | 67% | 18% | 1% | 4% | 5% | 3% | | 1% | 0% | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 4:00 | 0 | 56 | 10 | 1 | 1 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 79 |
| 5:00 | 1 | 129 | 39 | 2 | 5 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 198 |
| 6:00 | 2 | 207 | 68 | 2 | 10 | 9 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 308 |
| 7:00 | 2 | 132 | 49 | 0 | 14 | 16 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 219 |
| 8:00 | 1 | 102 | 42 | 2 | 9 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 190 |
| 9:00 | 1 | 81 | 30 | 4 | 7 | 29 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 164 |
| 10:00 | 0 | 79 | 31 | 5 | 11 | 20 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 150 |
| 11:00 | 2 | 104 | 38 | 4 | 9 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 12:00 | 1 | 79 | 33 | 3 | 6 | 24 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 153 |
| 13:00 | 1 | 109 | 32 | 3 | 7 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 170 |
| 14:00 | 3 | 136 | 36 | 3 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 189 |
| 15:00 | 2 | 135 | 37 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 16:00 | 3 | 147 | 25 | 2 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 187 |
| 17:00 | 2 | 96 | 16 | 1 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 121 |
| 18:00 | 2 | 93 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 19:00 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 20:00 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 1 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 22:00 | 0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 24 | 1,829 | 518 | 37 | 104 | 201 | 49 | 3 | 23 | 2 | 0 | 0 | 0 | 2,790 |
| % of Totals | 1% | 66% | 19% | 1% | 4% | 7% | 2% | 0% | 1% | 0% | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 662 | 210 | 12 | 38 | 108 | 3 | 2 | 8 | 0 | 0 | 0 | 0 | 1049 |
| % | 0% | 45% | 14% | 1% | 3% | 7% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 72% |
| Peak Hour | 6:30 | 5:45 | 6:00 | 9:30 | 6:30 | 7:30 | 4:00 | 6:00 | 9:00 | 0:00 | 0:00 | 0:00 | 0:00 | 5:45 |
| Peak Volume | 3 | 171 | 55 | 6 | 10 | 27 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 237 |
| 12:00 - 24:00 | 7 | 276 | 74 | 13 | 10 | 28 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 415 |
| % | 0% | 19% | 5% | 1% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 14:15 | 15:45 | 12:00 | 12:00 | 12:00 | 12:15 | 15:15 | 12:00 | 16:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 2 | 57 | 18 | 3 | 4 | 23 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 73 |
| 07:00 - 09:00 | 2 | 181 | 58 | 2 | 14 | 28 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 287 |
| % | 0% | 12% | 4% | 0% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 7:15 | 7:00 | 7:15 | 8:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 2 | 109 | 38 | 2 | 10 | 27 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 171 |
| 16:00 - 18:00 | 2 | 80 | 15 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 104 |
| % | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:30 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 55 | 11 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 68 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 258 | 103 | 9 | 29 | 52 | 36 | 0 | 8 | 1 | 0 | 0 | 0 | 499 |
| % | 0% | 19% | 8% | 1% | 2% | 4% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 38% |
| Peak Hour | 10:30 | 11:15 | 10:45 | 5:15 | 9:45 | 11:00 | 7:45 | 0:00 | 8:15 | 5:15 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 2 | 68 | 22 | 3 | 8 | 14 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 115 |
| 12:00 - 24:00 | 8 | 633 | 131 | 3 | 27 | 13 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 827 |
| % | 1% | 48% | 10% | 0% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 62% |
| Peak Hour | 14:00 | 14:30 | 14:30 | 14:45 | 13:00 | 12:45 | 12:15 | 12:00 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 2 | 128 | 29 | 2 | 7 | 9 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 164 |
| 07:00 - 09:00 | 1 | 53 | 33 | 0 | 9 | 12 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 122 |
| % | 0% | 4% | 2% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 7:00 | 7:45 | 7:30 | 7:00 | 7:30 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 1 | 30 | 18 | 0 | 6 | 11 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 75 |
| 16:00 - 18:00 | 3 | 163 | 26 | 1 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 204 |
| % | 0% | 12% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 92 | 17 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 119 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 9 | 920 | 313 | 21 | 67 | 160 | 39 | 2 | 16 | 1 | 0 | 0 | 0 | 1548 |
| % | 0% | 33% | 11% | 1% | 2% | 6% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 6:30 | 5:45 | 6:00 | 9:45 | 7:00 | 7:30 | 7:45 | 6:00 | 9:00 | 5:15 | 0:00 | 0:00 | 0:00 | 5:45 |
| Peak Volume | 3 | 221 | 68 | 8 | 14 | 37 | 12 | 2 | 5 | 1 | 0 | 0 | 0 | 320 |
| 12:00 - 24:00 | 15 | 909 | 205 | 16 | 37 | 41 | 10 | 1 | 7 | 1 | 0 | 0 | 0 | 1242 |
| % | 1% | 33% | 7% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 14:00 | 14:30 | 14:30 | 14:45 | 14:15 | 12:15 | 12:15 | 12:00 | 16:30 | 12:15 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 3 | 160 | 42 | 5 | 9 | 31 | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 219 |
| 07:00 - 09:00 | 3 | 234 | 91 | 2 | 23 | 40 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 409 |
| % | 0% | 8% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 7:15 | 7:00 | 7:15 | 8:00 | 7:00 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 3 | 132 | 55 | 2 | 14 | 37 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 246 |
| 16:00 - 18:00 | 5 | 243 | 41 | 3 | 11 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 308 |
| % | 0% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 147 | 28 | 3 | 8 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 187 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 | 0 | 6 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 4:30 | 0 | 12 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:45 | 0 | 28 | 4 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:00 | 0 | 28 | 5 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:15 | 0 | 12 | 7 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:30 | 1 | 33 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 5:45 | 0 | 38 | 8 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 6:00 | 0 | 49 | 16 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 6:15 | 0 | 47 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 6:30 | 1 | 37 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 6:45 | 1 | 32 | 12 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 49 |
| 7:00 | 0 | 30 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 39 |
| 7:15 | 1 | 19 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:30 | 0 | 35 | 10 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 7:45 | 0 | 25 | 8 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 8:00 | 1 | 20 | 12 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:15 | 0 | 21 | 3 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:30 | 0 | 18 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:45 | 0 | 13 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 1 | 18 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:15 | 0 | 11 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:30 | 0 | 15 | 5 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 9:45 | 0 | 9 | 5 | 3 | 2 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 11 | 4 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:15 | 0 | 9 | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 11 | 3 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 7 | 7 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 13 | 5 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:15 | 0 | 10 | 8 | 1 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:30 | 0 | 9 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:45 | 0 | 10 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 0 | 4 | 5 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 9 | 3 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 11 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 1 | 5 | 1 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 7 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 1 | 5 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:00 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:15 | 0 | 11 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 16 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:45 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 1 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 13 | 938 | 284 | 25 | 48 | 136 | 5 | 3 | 12 | 0 | 0 | 0 | 0 | 1,464 |
| % of Totals | 1% | 64% | 19% | 2% | 3% | 9% | 0% | 0% | 1% | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 14 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 23 | 4 | 1 | 0 | 7 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 40 |
| 6:15 | 0 | 6 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 1 | 13 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:45 | 0 | 4 | 3 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 3 | 5 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 9 | 4 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 14 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:45 | 0 | 4 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 10 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 8 | 1 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 5 | 4 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 9 | 6 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 10:15 | 0 | 8 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 13 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:45 | 0 | 11 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 11 | 6 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:15 | 2 | 11 | 9 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:30 | 0 | 26 | 5 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:45 | 0 | 14 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 17 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 8 | 6 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 11 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 1 | 14 | 5 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:00 | 0 | 19 | 6 | 0 | 2 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 33 |
| 13:15 | 0 | 28 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:30 | 0 | 12 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 16 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 1 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 29 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 14:30 | 0 | 35 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:45 | 1 | 22 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 0 | 39 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:15 | 0 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15:30 | 0 | 17 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 1 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:15 | 0 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:30 | 1 | 19 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 14 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 17:00 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 1 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:15 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 11 | 891 | 234 | 12 | 56 | 65 | 44 | 0 | 11 | 2 | 0 | 0 | 0 | 1,326 |
| % of Totals | 1% | 67% | 18% | 1% | 4% | 5% | 3% | | 1% | 0% | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 6 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 4:30 | 0 | 12 | 3 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 4:45 | 0 | 32 | 4 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 5:00 | 0 | 31 | 5 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 5:15 | 0 | 13 | 10 | 1 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 5:30 | 1 | 33 | 11 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 52 |
| 5:45 | 0 | 52 | 13 | 0 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 73 |
| 6:00 | 0 | 72 | 20 | 1 | 3 | 9 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 110 |
| 6:15 | 0 | 53 | 16 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| 6:30 | 1 | 44 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 6:45 | 1 | 38 | 17 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 61 |
| 7:00 | 0 | 34 | 11 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| 7:15 | 1 | 21 | 11 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 7:30 | 1 | 48 | 16 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 7:45 | 0 | 29 | 11 | 0 | 4 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 8:00 | 1 | 23 | 17 | 0 | 3 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 8:15 | 0 | 30 | 7 | 1 | 3 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 8:30 | 0 | 32 | 12 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 8:45 | 0 | 17 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 1 | 23 | 5 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 9:15 | 0 | 21 | 10 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 9:30 | 0 | 23 | 6 | 1 | 0 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 46 |
| 9:45 | 0 | 14 | 9 | 3 | 4 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 45 |
| 10:00 | 0 | 20 | 10 | 1 | 3 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 44 |
| 10:15 | 0 | 17 | 5 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:30 | 0 | 24 | 7 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:45 | 0 | 18 | 9 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 24 | 11 | 3 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 11:15 | 2 | 21 | 17 | 1 | 3 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 11:30 | 0 | 35 | 6 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 | 0 | 24 | 4 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 | 0 | 21 | 7 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:15 | 0 | 17 | 9 | 1 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 12:30 | 0 | 16 | 7 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:45 | 1 | 25 | 10 | 0 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 1 | 24 | 7 | 2 | 2 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 48 |
| 13:15 | 0 | 35 | 10 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 0 | 22 | 6 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:45 | 0 | 28 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:00 | 1 | 28 | 8 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 41 |
| 14:15 | 0 | 36 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 44 |
| 14:30 | 1 | 40 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:45 | 1 | 32 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 1 | 45 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 15:15 | 0 | 43 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:30 | 0 | 27 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:45 | 1 | 20 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:00 | 1 | 51 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 16:15 | 0 | 39 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 16:30 | 1 | 35 | 8 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16:45 | 1 | 22 | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:15 | 1 | 27 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 33 |
| 17:30 | 1 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 28 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 18:00 | 1 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:15 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:30 | 1 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:45 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 24 | 1,829 | 518 | 37 | 104 | 201 | 49 | 3 | 23 | 2 | 0 | 0 | 0 | 2,790 |
| % of Totals | 1% | 66% | 19% | 1% | 4% | 7% | 2% | 0% | 1% | 0% | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,464 | 1,326 | 2,790 |

DAILY TOTALS

### 15-Minutes Interval

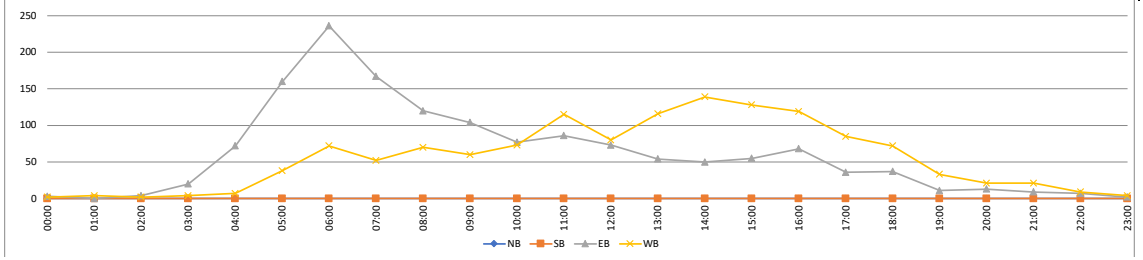
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 16 | 21 | 37 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 18 | 17 | 35 |
| 0:30 | | | 1 | 2 | 3 | 12:30 | | | 15 | 16 | 31 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 24 | 26 | 50 |
| 1:00 | | | 0 | 3 | 3 | 13:00 | | | 15 | 33 | 48 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 11 | 39 | 50 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 12 | 21 | 33 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 16 | 23 | 39 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 12 | 29 | 41 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 9 | 35 | 44 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 10 | 43 | 53 |
| 2:45 | | | 2 | 2 | 4 | 14:45 | | | 19 | 32 | 51 |
| 3:00 | | | 3 | 0 | 3 | 15:00 | | | 11 | 52 | 63 |
| 3:15 | | | 2 | 3 | 5 | 15:15 | | | 15 | 37 | 52 |
| 3:30 | | | 5 | 1 | 6 | 15:30 | | | 12 | 23 | 35 |
| 3:45 | | | 10 | 0 | 10 | 15:45 | | | 17 | 16 | 33 |
| 4:00 | | | 5 | 1 | 6 | 16:00 | | | 16 | 40 | 56 |
| 4:15 | | | 12 | 0 | 12 | 16:15 | | | 17 | 29 | 46 |
| 4:30 | | | 18 | 2 | 20 | 16:30 | | | 23 | 28 | 51 |
| 4:45 | | | 37 | 4 | 41 | 16:45 | | | 12 | 22 | 34 |
| 5:00 | | | 37 | 3 | 40 | 17:00 | | | 8 | 27 | 35 |
| 5:15 | | | 28 | 5 | 33 | 17:15 | | | 15 | 18 | 33 |
| 5:30 | | | 45 | 7 | 52 | 17:30 | | | 2 | 16 | 18 |
| 5:45 | | | 50 | 23 | 73 | 17:45 | | | 11 | 24 | 35 |
| 6:00 | | | 70 | 40 | 110 | 18:00 | | | 16 | 21 | 37 |
| 6:15 | | | 62 | 12 | 74 | 18:15 | | | 8 | 18 | 26 |
| 6:30 | | | 55 | 8 | 63 | 18:30 | | | 6 | 19 | 25 |
| 6:45 | | | 49 | 12 | 61 | 18:45 | | | 7 | 14 | 21 |
| 7:00 | | | 39 | 11 | 50 | 19:00 | | | 4 | 15 | 19 |
| 7:15 | | | 32 | 6 | 38 | 19:15 | | | 4 | 8 | 12 |
| 7:30 | | | 52 | 22 | 74 | 19:30 | | | 1 | 10 | 11 |
| 7:45 | | | 44 | 13 | 57 | 19:45 | | | 2 | 0 | 2 |
| 8:00 | | | 42 | 16 | 58 | 20:00 | | | 2 | 1 | 3 |
| 8:15 | | | 33 | 24 | 57 | 20:15 | | | 4 | 3 | 7 |
| 8:30 | | | 27 | 21 | 48 | 20:30 | | | 4 | 11 | 15 |
| 8:45 | | | 18 | 9 | 27 | 20:45 | | | 3 | 6 | 9 |
| 9:00 | | | 25 | 9 | 34 | 21:00 | | | 2 | 8 | 10 |
| 9:15 | | | 23 | 16 | 39 | 21:15 | | | 3 | 7 | 10 |
| 9:30 | | | 30 | 16 | 46 | 21:30 | | | 1 | 2 | 3 |
| 9:45 | | | 26 | 19 | 45 | 21:45 | | | 3 | 4 | 7 |
| 10:00 | | | 23 | 21 | 44 | 22:00 | | | 0 | 4 | 4 |
| 10:15 | | | 18 | 15 | 33 | 22:15 | | | 1 | 2 | 3 |
| 10:30 | | | 19 | 21 | 40 | 22:30 | | | 2 | 2 | 4 |
| 10:45 | | | 17 | 16 | 33 | 22:45 | | | 4 | 1 | 5 |
| 11:00 | | | 26 | 23 | 49 | 23:00 | | | 0 | 2 | 2 |
| 11:15 | | | 28 | 33 | 61 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 14 | 39 | 53 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 18 | 20 | 38 | 23:45 | | | 1 | 2 | 3 |
| TOTALS | 0 | 0 | 1049 | 499 | 1548 | TOTALS | 0 | 0 | 415 | 827 | 1242 |
| SPLIT % | 0% | 0% | 68% | 32% | 55% | SPLIT % | 0% | 0% | 33% | 67% | 45% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 2 | 5 |
| 01:00 | 02:00 | | | 0 | 4 | 4 |
| 02:00 | 03:00 | | | 4 | 2 | 6 |
| 03:00 | 04:00 | | | 20 | 4 | 24 |
| 04:00 | 05:00 | | | 72 | 7 | 79 |
| 05:00 | 06:00 | | | 160 | 38 | 198 |
| 06:00 | 07:00 | | | 236 | 72 | 308 |
| 07:00 | 08:00 | | | 167 | 52 | 219 |
| 08:00 | 09:00 | | | 120 | 70 | 190 |
| 09:00 | 10:00 | | | 104 | 60 | 164 |
| 10:00 | 11:00 | | | 77 | 73 | 150 |
| 11:00 | 12:00 | | | 86 | 115 | 201 |
| 12:00 | 13:00 | | | 73 | 80 | 153 |
| 13:00 | 14:00 | | | 54 | 116 | 170 |
| 14:00 | 15:00 | | | 50 | 139 | 189 |
| 15:00 | 16:00 | | | 55 | 128 | 183 |
| 16:00 | 17:00 | | | 68 | 119 | 187 |
| 17:00 | 18:00 | | | 36 | 85 | 121 |
| 18:00 | 19:00 | | | 37 | 72 | 109 |
| 19:00 | 20:00 | | | 11 | 33 | 44 |
| 20:00 | 21:00 | | | 13 | 21 | 34 |
| 21:00 | 22:00 | | | 9 | 21 | 30 |
| 22:00 | 23:00 | | | 7 | 9 | 16 |
| 23:00 | 00:00 | | | 2 | 4 | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 1049 | 499 | 1548 |
| Peak Hour | | | 5:45 | 11:00 | 5:45 |
| Peak Volume | | | 237 | 115 | 320 |
| Peak Hour Factor | | | 0.846 | 0.737 | 0.727 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 415 | 827 | 1242 |
| Peak Hour | | | 12:00 | 14:30 | 14:30 |
| Peak Volume | | | 73 | 164 | 219 |
| Peak Hour Factor | | | 0.760 | 0.788 | 0.869 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 287 | 122 | 409 |
| Peak Hour | | | 7:30 | 7:30 | 7:30 |
| Peak Volume | | | 171 | 75 | 246 |
| Peak Hour Factor | | | 0.822 | 0.781 | 0.831 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 104 | 204 | 308 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 68 | 119 | 187 |
| Peak Hour Factor | | | 0.739 | 0.744 | 0.835 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Friday
Date: 3/15/2024

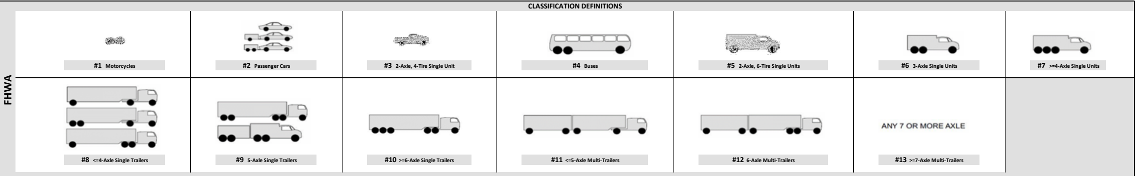
City: Manassas
Project #: VA24_260055_009

**HOURLY BREAKDOWN**

| Time | EASTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WESTBOUND #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 1:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 4:00 | 0 | 62 | 11 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 65 | 11 | 1 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 84 |
| 5:00 | 3 | 94 | 29 | 0 | 7 | 20 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 157 | 0 | 17 | 17 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 3 | 111 | 46 | 4 | 7 | 21 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 198 |
| 6:00 | 1 | 127 | 41 | 0 | 8 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 183 | 1 | 33 | 9 | 2 | 3 | 13 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 69 | 2 | 160 | 50 | 2 | 11 | 16 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 252 |
| 7:00 | 0 | 80 | 27 | 1 | 5 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 138 | 0 | 32 | 20 | 1 | 8 | 2 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 75 | 0 | 112 | 47 | 2 | 13 | 25 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 213 |
| 8:00 | 0 | 53 | 23 | 3 | 2 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 28 | 12 | 2 | 3 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 56 | 0 | 81 | 35 | 5 | 5 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 149 |
| 9:00 | 0 | 50 | 17 | 2 | 4 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 28 | 17 | 1 | 2 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 78 | 34 | 3 | 6 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 10:00 | 0 | 50 | 17 | 4 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 60 | 11 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 110 | 28 | 5 | 5 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 11:00 | 1 | 41 | 17 | 5 | 2 | 21 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 90 | 1 | 64 | 30 | 1 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 2 | 105 | 47 | 6 | 7 | 27 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 208 |
| 12:00 | 0 | 49 | 13 | 2 | 6 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 1 | 56 | 18 | 0 | 6 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 95 | 1 | 105 | 31 | 2 | 12 | 25 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 183 |
| 13:00 | 0 | 40 | 16 | 3 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 1 | 83 | 24 | 3 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 1 | 123 | 40 | 6 | 17 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 14:00 | 0 | 26 | 12 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | 116 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 2 | 142 | 30 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 15:00 | 1 | 39 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 92 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 1 | 131 | 33 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 16:00 | 0 | 44 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 63 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 107 | 18 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 17:00 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 46 | 7 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 58 | 0 | 67 | 14 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 87 |
| 18:00 | 2 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 2 | 69 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 19:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 17 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 20 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 8 | 843 | 261 | 25 | 47 | 147 | 4 | 2 | 10 | 0 | 0 | 0 | 0 | 1,347 | 7 | 833 | 240 | 19 | 56 | 51 | 48 | 0 | 12 | 0 | 0 | 0 | 0 | 1,266 | 15 | 1,676 | 501 | 44 | 103 | 198 | 52 | 2 | 22 | 0 | 0 | 0 | 0 | 2,613 |
| % of Totals | 1% | 63% | 19% | 2% | 3% | 11% | 0% | 0% | 1% | | | | | 100% | 1% | 66% | 19% | 2% | 4% | 4% | 4% | | 1% | | | | | 100% | 1% | 64% | 19% | 2% | 4% | 8% | 2% | 0% | 1% | | | | | 100% |

**CLASSIFICATION DEFINITIONS**

**FHWA**




**STATISTICS**

| | EB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 580 | 190 | 16 | 30 | 121 | 4 | 1 | 9 | 0 | 0 | 0 | 0 | 956 | 2 | 282 | 118 | 14 | 24 | 42 | 40 | 0 | 9 | 0 | 0 | 0 | 0 | 531 | 7 | 862 | 308 | 30 | 54 | 163 | 44 | 1 | 18 | 0 | 0 | 0 | 0 | 1487 |
| % | 0% | 43% | 14% | 1% | 2% | 9% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 71% | 0% | 22% | 9% | 1% | 2% | 3% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 42% | 0% | 33% | 12% | 1% | 2% | 6% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 57% |
| Peak Hour | 5:00 | 6:00 | 5:45 | 10:45 | 6:15 | 7:15 | 5:15 | 5:00 | 5:00 | 0:00 | 0:00 | 0:00 | 0:00 | 5:30 | 5:30 | 10:45 | 11:30 | 5:15 | 7:00 | 5:45 | 10:45 | 0:00 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 | 5:30 | 5:45 | 5:30 | 7:45 | 6:15 | 9:00 | 10:45 | 5:00 | 6:15 | 0:00 | 0:00 | 0:00 | 0:00 | 5:30 |
| Peak Volume | 3 | 127 | 41 | 5 | 10 | 28 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 194 | 1 | 65 | 34 | 5 | 8 | 14 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 118 | 4 | 167 | 56 | 6 | 14 | 34 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 281 |
| 12:00 - 24:00 | 3 | 263 | 71 | 9 | 17 | 26 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 391 | 5 | 551 | 122 | 5 | 32 | 9 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 735 | 8 | 814 | 193 | 14 | 49 | 35 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 1126 |
| % | 0% | 20% | 5% | 1% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% | 0% | 44% | 10% | 0% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 58% | 0% | 31% | 7% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 43% |
| Peak Hour | 17:15 | 12:00 | 12:30 | 12:45 | 12:15 | 12:15 | 12:00 | 16:45 | 21:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:15 | 14:15 | 14:30 | 12:45 | 13:00 | 12:00 | 12:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 | 13:15 | 14:15 | 12:30 | 12:45 | 13:00 | 12:15 | 12:15 | 16:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 2 | 49 | 19 | 3 | 7 | 22 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 88 | 3 | 136 | 27 | 3 | 12 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 163 | 3 | 162 | 41 | 6 | 17 | 29 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 211 |
| 07:00 - 09:00 | 0 | 133 | 50 | 4 | 7 | 34 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 231 | 0 | 60 | 32 | 3 | 11 | 8 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 131 | 0 | 193 | 82 | 7 | 18 | 42 | 14 | 0 | 6 | 0 | 0 | 0 | 0 | 362 |
| % | 0% | 10% | 4% | 0% | 1% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 5% | 3% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 7% | 3% | 0% | 1% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:15 | 7:00 | 7:30 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 80 | 27 | 4 | 5 | 28 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 138 | 0 | 41 | 21 | 2 | 8 | 6 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 82 | 0 | 112 | 47 | 6 | 13 | 33 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 213 |
| 16:00 - 18:00 | 0 | 65 | 13 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 109 | 19 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 137 | 0 | 174 | 32 | 3 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 218 |
| % | 0% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 44 | 7 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 63 | 12 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 | 0 | 107 | 18 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 131 |

**15-MINUTE BREAKDOWN**

| Time | EB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | WB #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | TOTALS #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:45 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:30 | 0 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 4:45 | 0 | 34 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 37 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 5:00 | 0 | 23 | 7 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 25 | 8 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 5:15 | 0 | 20 | 3 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 7 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 5:30 | 1 | 21 | 7 | 0 | 3 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 21 | 12 | 1 | 3 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 46 |
| 5:45 | 2 | 30 | 12 | 0 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 52 | 0 | 13 | 7 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 43 | 19 | 2 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 77 |
| 6:00 | 0 | 39 | 10 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 22 | 4 | 2 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 61 | 14 | 2 | 2 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 6:15 | 0 | 35 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 48 | 1 | 5 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 1 | 40 | 11 | 0 | 3 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 61 |
| 6:30 | 1 | 19 | 8 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 23 | 10 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 40 |
| 6:45 | 0 | 34 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 36 | 15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 54 |
| 7:00 | 0 | 28 | 9 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 4 | 4 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 32 | 13 | 0 | 5 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 56 |
| 7:15 | 0 | 19 | 6 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 3 | 6 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 22 | 12 | 0 | 3 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 45 |
| 7:30 | 0 | 17 | 4 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 15 | 5 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 32 | 9 | 0 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 7:45 | 0 | 16 | 8 | 1 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 10 | 5 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 26 | 13 | 2 | 3 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 8:00 | 0 | 13 | 5 | 1 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 8 | 5 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 21 | 10 | 2 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 8:15 | 0 | 18 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 8 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 26 | 5 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 8:30 | 0 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:45 | 0 | 12 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 8 | 3 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 11 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 9:00 | 0 | 13 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 3 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 16 | 9 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 9:15 | 0 | 17 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 5 | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 22 | 10 | 2 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 9:30 | 0 | 9 | 4 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 8 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 17 | 7 | 0 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 9:45 | 0 | 11 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 12 | 5 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 23 | 8 | 1 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10:00 | 0 | 15 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 25 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 40 | 3 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:15 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:30 | 0 | 15 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 8 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 23 | 10 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:45 | 0 | 11 | 5 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 14 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 25 | 8 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:00 | 0 | 11 | 2 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 20 | 5 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 31 | 7 | 2 | 1 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 56 |
| 11:15 | 0 | 9 | 5 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 15 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 24 | 8 | 0 | 3 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:30 | 0 | 10 | 7 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 16 | 12 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 26 | 19 | 2 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:45 | 1 | 11 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 13 | 10 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 24 | 13 | 2 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 17 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 19 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 36 | 12 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:15 | 0 | 14 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 7 | 4 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 21 | 5 | 1 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 12:30 | 0 | 10 | 4 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 15 | 1 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 25 | 5 | 1 | 2 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 12:45 | 0 | 8 | 4 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 15 | 5 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 23 | 9 | 0 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:00 | 0 | 8 | 5 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 26 | 8 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 34 | 13 | 1 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:15 | 0 | 8 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 8 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 30 | 14 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:30 | 0 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 21 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 34 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:45 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 14 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 25 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 24 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 33 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:15 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 33 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:30 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 38 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:45 | 0 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 38 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:00 | 1 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 44 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 1 | 53 | 12 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 15:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:30 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:45 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 26 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:00 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 26 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 41 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:15 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:30 | 0 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 24 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 17:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 8 | 843 | 261 | 25 | 47 | 147 | 4 | 2 | 10 | 0 | 0 | 0 | 0 | 1,347 | 7 | 833 | 240 | 19 | 56 | 51 | 48 | 0 | 12 | 0 | 0 | 0 | 0 | 1,266 | 15 | 1,676 | 501 | 44 | 103 | 198 | 52 | 2 | 22 | 0 | 0 | 0 | 0 | 2,613 |
| % of Totals | 1% | 63% | 19% | 2% | 3% | 11% | 0% | 0% | 1% | | | | | 100% | 1% | 66% | 19% | 2% | 4% | 4% | 4% | | 1% | | | | | 100% | 1% | 64% | 19% | 2% | 4% | 8% | 2% | 0% | 1% | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,347 | 1,266 | 2,613 |

DAILY TOTALS

### 15-Minutes Interval

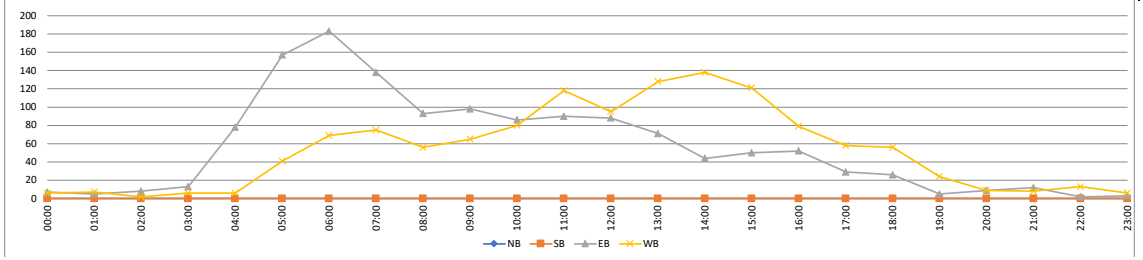
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 24 | 30 | 54 |
| 0:15 | | | 1 | 0 | 1 | 12:15 | | | 22 | 16 | 38 |
| 0:30 | | | 3 | 3 | 6 | 12:30 | | | 23 | 22 | 45 |
| 0:45 | | | 2 | 3 | 5 | 12:45 | | | 19 | 27 | 46 |
| 1:00 | | | 2 | 3 | 5 | 13:00 | | | 21 | 42 | 63 |
| 1:15 | | | 1 | 2 | 3 | 13:15 | | | 18 | 36 | 54 |
| 1:30 | | | 1 | 1 | 2 | 13:30 | | | 17 | 29 | 46 |
| 1:45 | | | 1 | 1 | 2 | 13:45 | | | 15 | 21 | 36 |
| 2:00 | | | 0 | 2 | 2 | 14:00 | | | 10 | 30 | 40 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 12 | 28 | 40 |
| 2:30 | | | 2 | 0 | 2 | 14:30 | | | 10 | 40 | 50 |
| 2:45 | | | 5 | 0 | 5 | 14:45 | | | 12 | 40 | 52 |
| 3:00 | | | 2 | 3 | 5 | 15:00 | | | 14 | 55 | 69 |
| 3:15 | | | 1 | 1 | 2 | 15:15 | | | 10 | 19 | 29 |
| 3:30 | | | 6 | 2 | 8 | 15:30 | | | 15 | 23 | 38 |
| 3:45 | | | 4 | 0 | 4 | 15:45 | | | 11 | 24 | 35 |
| 4:00 | | | 5 | 1 | 6 | 16:00 | | | 18 | 31 | 49 |
| 4:15 | | | 9 | 0 | 9 | 16:15 | | | 13 | 14 | 27 |
| 4:30 | | | 21 | 1 | 22 | 16:30 | | | 15 | 18 | 33 |
| 4:45 | | | 43 | 4 | 47 | 16:45 | | | 6 | 16 | 22 |
| 5:00 | | | 36 | 4 | 40 | 17:00 | | | 11 | 18 | 29 |
| 5:15 | | | 29 | 6 | 35 | 17:15 | | | 4 | 17 | 21 |
| 5:30 | | | 40 | 6 | 46 | 17:30 | | | 8 | 13 | 21 |
| 5:45 | | | 52 | 25 | 77 | 17:45 | | | 6 | 10 | 16 |
| 6:00 | | | 54 | 43 | 97 | 18:00 | | | 12 | 18 | 30 |
| 6:15 | | | 48 | 13 | 61 | 18:15 | | | 6 | 17 | 23 |
| 6:30 | | | 33 | 7 | 40 | 18:30 | | | 6 | 13 | 19 |
| 6:45 | | | 48 | 6 | 54 | 18:45 | | | 2 | 8 | 10 |
| 7:00 | | | 43 | 13 | 56 | 19:00 | | | 4 | 10 | 14 |
| 7:15 | | | 31 | 14 | 45 | 19:15 | | | 1 | 5 | 6 |
| 7:30 | | | 29 | 26 | 55 | 19:30 | | | 0 | 5 | 5 |
| 7:45 | | | 35 | 22 | 57 | 19:45 | | | 0 | 4 | 4 |
| 8:00 | | | 28 | 20 | 48 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 26 | 13 | 39 | 20:15 | | | 3 | 4 | 7 |
| 8:30 | | | 17 | 8 | 25 | 20:30 | | | 2 | 1 | 3 |
| 8:45 | | | 22 | 15 | 37 | 20:45 | | | 4 | 2 | 6 |
| 9:00 | | | 23 | 10 | 33 | 21:00 | | | 2 | 3 | 5 |
| 9:15 | | | 33 | 15 | 48 | 21:15 | | | 2 | 2 | 4 |
| 9:30 | | | 23 | 15 | 38 | 21:30 | | | 3 | 1 | 4 |
| 9:45 | | | 19 | 25 | 44 | 21:45 | | | 5 | 2 | 7 |
| 10:00 | | | 22 | 29 | 51 | 22:00 | | | 2 | 7 | 9 |
| 10:15 | | | 13 | 18 | 31 | 22:15 | | | 0 | 4 | 4 |
| 10:30 | | | 26 | 14 | 40 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 25 | 19 | 44 | 22:45 | | | 0 | 2 | 2 |
| 11:00 | | | 22 | 34 | 56 | 23:00 | | | 0 | 3 | 3 |
| 11:15 | | | 24 | 23 | 47 | 23:15 | | | 1 | 0 | 1 |
| 11:30 | | | 23 | 34 | 57 | 23:30 | | | 1 | 0 | 1 |
| 11:45 | | | 21 | 27 | 48 | 23:45 | | | 1 | 3 | 4 |
| TOTALS | 0 | 0 | 956 | 531 | 1487 | TOTALS | 0 | 0 | 391 | 735 | 1126 |
| SPLIT % | 0% | 0% | 64% | 36% | 57% | SPLIT % | 0% | 0% | 35% | 65% | 43% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 7 | 6 | 13 |
| 01:00 | 02:00 | | | 5 | 7 | 12 |
| 02:00 | 03:00 | | | 8 | 2 | 10 |
| 03:00 | 04:00 | | | 13 | 6 | 19 |
| 04:00 | 05:00 | | | 78 | 6 | 84 |
| 05:00 | 06:00 | | | 157 | 41 | 198 |
| 06:00 | 07:00 | | | 183 | 69 | 252 |
| 07:00 | 08:00 | | | 138 | 75 | 213 |
| 08:00 | 09:00 | | | 93 | 56 | 149 |
| 09:00 | 10:00 | | | 98 | 65 | 163 |
| 10:00 | 11:00 | | | 86 | 80 | 166 |
| 11:00 | 12:00 | | | 90 | 118 | 208 |
| 12:00 | 13:00 | | | 88 | 95 | 183 |
| 13:00 | 14:00 | | | 71 | 128 | 199 |
| 14:00 | 15:00 | | | 44 | 138 | 182 |
| 15:00 | 16:00 | | | 50 | 121 | 171 |
| 16:00 | 17:00 | | | 52 | 79 | 131 |
| 17:00 | 18:00 | | | 29 | 58 | 87 |
| 18:00 | 19:00 | | | 26 | 56 | 82 |
| 19:00 | 20:00 | | | 5 | 24 | 29 |
| 20:00 | 21:00 | | | 9 | 9 | 18 |
| 21:00 | 22:00 | | | 12 | 8 | 20 |
| 22:00 | 23:00 | | | 2 | 13 | 15 |
| 23:00 | 00:00 | | | 3 | 6 | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 956 | 531 | 1487 |
| Peak Hour | | | 5:30 | 11:00 | 5:30 |
| Peak Volume | | | 194 | 118 | 281 |
| Peak Hour Factor | | | 0.898 | 0.868 | 0.724 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 391 | 735 | 1126 |
| Peak Hour | | | 12:00 | 14:15 | 14:15 |
| Peak Volume | | | 88 | 163 | 211 |
| Peak Hour Factor | | | 0.917 | 0.741 | 0.764 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 231 | 131 | 362 |
| Peak Hour | | | 7:00 | 7:15 | 7:00 |
| Peak Volume | | | 138 | 82 | 213 |
| Peak Hour Factor | | | 0.802 | 0.788 | 0.934 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 81 | 137 | 218 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 52 | 79 | 131 |
| Peak Hour Factor | | | 0.722 | 0.637 | 0.668 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Saturday
Date: 3/16/2024

City: Manassas
Project #: VA24_260055_009

### HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 2 | 26 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:00 | 0 | 27 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:00 | 0 | 20 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 | 0 | 43 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 9:00 | 1 | 49 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 3 | 37 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:00 | 0 | 29 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:00 | 1 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:00 | 1 | 42 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 1 | 33 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:00 | 3 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:00 | 4 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 1 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 17 | 468 | 97 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 604 |
| % of Totals | 3% | 77% | 16% | 1% | 3% | | | | | | | | | 100% |

WESTBOUND

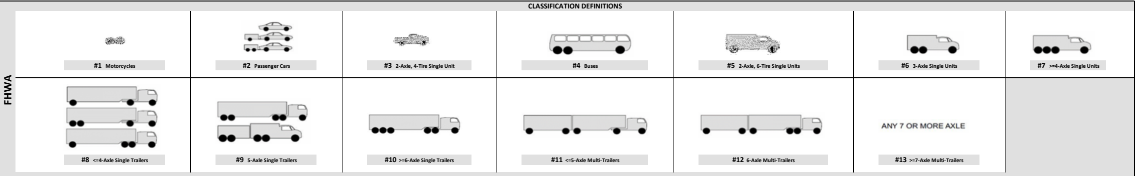
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 1 | 19 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:00 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 29 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 0 | 38 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 1 | 31 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 1 | 42 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 14:00 | 3 | 42 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 15:00 | 1 | 36 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 1 | 37 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:00 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:00 | 2 | 32 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 10 | 432 | 82 | 3 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548 |
| % of Totals | 2% | 79% | 15% | 1% | 4% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 2 | 38 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 6:00 | 1 | 46 | 14 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 7:00 | 0 | 25 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 8:00 | 0 | 53 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 9:00 | 1 | 76 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:00 | 3 | 66 | 19 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 11:00 | 0 | 67 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 12:00 | 2 | 70 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 2 | 84 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 14:00 | 4 | 75 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 15:00 | 4 | 53 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 16:00 | 5 | 56 | 7 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 17:00 | 1 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 18:00 | 2 | 50 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 19:00 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 22:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 27 | 900 | 179 | 8 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,152 |
| % of Totals | 2% | 78% | 16% | 1% | 3% | | | | | | | | | 100% |

### CLASSIFICATION DEFINITIONS

FHWA




### STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 248 | 60 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| % | 1% | 41% | 10% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 9:45 | 8:45 | 8:30 | 9:45 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 |
| Peak Volume | 3 | 52 | 15 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 - 24:00 | 11 | 220 | 37 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % | 2% | 36% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 15:45 | 12:30 | 12:30 | 12:00 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 6 | 48 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:00 - 09:00 | 0 | 63 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| % | 0% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 43 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 16:00 - 18:00 | 5 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| % | 1% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% |
| Peak Hour | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 142 | 37 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| % | 0% | 26% | 7% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 35% |
| Peak Hour | 5:30 | 11:15 | 9:45 | 5:45 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 1 | 42 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:00 - 24:00 | 9 | 290 | 45 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| % | 2% | 53% | 8% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 65% |
| Peak Hour | 13:30 | 13:30 | 13:45 | 15:45 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 3 | 52 | 11 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:00 - 09:00 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| % | 0% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% |
| Peak Hour | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 - 18:00 | 1 | 65 | 8 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| % | 0% | 12% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 37 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 7 | 390 | 97 | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 522 |
| % | 1% | 34% | 8% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 45% |
| Peak Hour | 5:30 | 10:45 | 10:15 | 5:45 | 10:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 3 | 77 | 21 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 12:00 - 24:00 | 20 | 510 | 82 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 630 |
| % | 2% | 44% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% |
| Peak Hour | 15:45 | 13:30 | 13:00 | 15:45 | 15:15 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:45 |
| Peak Volume | 7 | 86 | 19 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 07:00 - 09:00 | 0 | 78 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| % | 0% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 53 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 16:00 - 18:00 | 6 | 105 | 17 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| % | 1% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% |
| Peak Hour | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 5 | 56 | 10 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |

### 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:45 | 2 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:30 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:45 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 1 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:15 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:45 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 | 0 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 3 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:30 | 0 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 1 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 17 | 468 | 97 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 604 |
| % of Totals | 3% | 77% | 16% | 1% | 3% | | | | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:15 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 13 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 1 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 1 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 1 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 2 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 10 | 432 | 82 | 3 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548 |
| % of Totals | 2% | 79% | 15% | 1% | 4% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:45 | 2 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:15 | 1 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:30 | 0 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:45 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:00 | 1 | 20 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 9:15 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:30 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:45 | 0 | 22 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:15 | 0 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:30 | 3 | 15 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:45 | 0 | 27 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 19 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:15 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 17 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 1 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 1 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:15 | 1 | 24 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:30 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:45 | 1 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 1 | 22 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 2 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:45 | 1 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 1 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:45 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 1 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 1 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 3 | 11 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:45 | 1 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 2 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 27 | 900 | 179 | 8 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,152 |
| % of Totals | 2% | 78% | 16% | 1% | 3% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 604 | 548 | 1,152 |

DAILY TOTALS

### 15-Minutes Interval

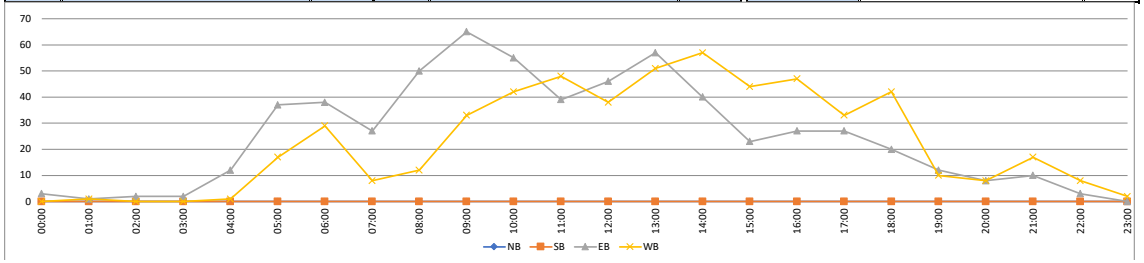
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 2 | 0 | 2 | 12:00 | | | 8 | 16 | 24 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 9 | 5 | 14 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 17 | 11 | 28 |
| 0:45 | | | 1 | 0 | 1 | 12:45 | | | 12 | 6 | 18 |
| 1:00 | | | 1 | 0 | 1 | 13:00 | | | 19 | 9 | 28 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 18 | 12 | 30 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 10 | 13 | 23 |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 10 | 17 | 27 |
| 2:00 | | | 2 | 0 | 2 | 14:00 | | | 11 | 18 | 29 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 12 | 18 | 30 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 12 | 13 | 25 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 5 | 8 | 13 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 5 | 12 | 17 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 4 | 9 | 13 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 8 | 13 | 21 |
| 3:45 | | | 2 | 0 | 2 | 15:45 | | | 6 | 10 | 16 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 6 | 11 | 17 |
| 4:15 | | | 1 | 1 | 2 | 16:15 | | | 8 | 8 | 16 |
| 4:30 | | | 5 | 0 | 5 | 16:30 | | | 6 | 11 | 17 |
| 4:45 | | | 6 | 0 | 6 | 16:45 | | | 7 | 17 | 24 |
| 5:00 | | | 6 | 7 | 13 | 17:00 | | | 1 | 8 | 9 |
| 5:15 | | | 6 | 1 | 7 | 17:15 | | | 4 | 6 | 10 |
| 5:30 | | | 9 | 1 | 10 | 17:30 | | | 8 | 11 | 19 |
| 5:45 | | | 16 | 8 | 24 | 17:45 | | | 14 | 8 | 22 |
| 6:00 | | | 7 | 15 | 22 | 18:00 | | | 9 | 20 | 29 |
| 6:15 | | | 11 | 9 | 20 | 18:15 | | | 6 | 8 | 14 |
| 6:30 | | | 9 | 4 | 13 | 18:30 | | | 4 | 8 | 12 |
| 6:45 | | | 11 | 1 | 12 | 18:45 | | | 1 | 6 | 7 |
| 7:00 | | | 11 | 1 | 12 | 19:00 | | | 3 | 4 | 7 |
| 7:15 | | | 1 | 2 | 3 | 19:15 | | | 4 | 2 | 6 |
| 7:30 | | | 7 | 3 | 10 | 19:30 | | | 3 | 3 | 6 |
| 7:45 | | | 8 | 2 | 10 | 19:45 | | | 2 | 1 | 3 |
| 8:00 | | | 8 | 4 | 12 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 12 | 2 | 14 | 20:15 | | | 2 | 3 | 5 |
| 8:30 | | | 13 | 2 | 15 | 20:30 | | | 3 | 2 | 5 |
| 8:45 | | | 17 | 4 | 21 | 20:45 | | | 3 | 1 | 4 |
| 9:00 | | | 19 | 11 | 30 | 21:00 | | | 2 | 6 | 8 |
| 9:15 | | | 17 | 3 | 20 | 21:15 | | | 1 | 4 | 5 |
| 9:30 | | | 14 | 8 | 22 | 21:30 | | | 1 | 3 | 4 |
| 9:45 | | | 15 | 11 | 26 | 21:45 | | | 6 | 4 | 10 |
| 10:00 | | | 7 | 11 | 18 | 22:00 | | | 0 | 7 | 7 |
| 10:15 | | | 15 | 5 | 20 | 22:15 | | | 1 | 1 | 2 |
| 10:30 | | | 17 | 9 | 26 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 16 | 17 | 33 | 22:45 | | | 2 | 0 | 2 |
| 11:00 | | | 13 | 14 | 27 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 6 | 11 | 17 | 23:15 | | | 0 | 0 | 0 |
| 11:30 | | | 11 | 12 | 23 | 23:30 | | | 0 | 2 | 2 |
| 11:45 | | | 9 | 11 | 20 | 23:45 | | | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 331 | 191 | 522 | TOTALS | 0 | 0 | 273 | 357 | 630 |
| SPLIT % | 0% | 0% | 63% | 37% | 45% | SPLIT % | 0% | 0% | 43% | 57% | 55% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 0 | 3 |
| 01:00 | 02:00 | | | 1 | 1 | 2 |
| 02:00 | 03:00 | | | 2 | 0 | 2 |
| 03:00 | 04:00 | | | 2 | 0 | 2 |
| 04:00 | 05:00 | | | 12 | 1 | 13 |
| 05:00 | 06:00 | | | 37 | 17 | 54 |
| 06:00 | 07:00 | | | 38 | 29 | 67 |
| 07:00 | 08:00 | | | 27 | 8 | 35 |
| 08:00 | 09:00 | | | 50 | 12 | 62 |
| 09:00 | 10:00 | | | 65 | 33 | 98 |
| 10:00 | 11:00 | | | 55 | 42 | 97 |
| 11:00 | 12:00 | | | 39 | 48 | 87 |
| 12:00 | 13:00 | | | 46 | 38 | 84 |
| 13:00 | 14:00 | | | 57 | 51 | 108 |
| 14:00 | 15:00 | | | 40 | 57 | 97 |
| 15:00 | 16:00 | | | 23 | 44 | 67 |
| 16:00 | 17:00 | | | 27 | 47 | 74 |
| 17:00 | 18:00 | | | 27 | 33 | 60 |
| 18:00 | 19:00 | | | 20 | 42 | 62 |
| 19:00 | 20:00 | | | 12 | 10 | 22 |
| 20:00 | 21:00 | | | 8 | 8 | 16 |
| 21:00 | 22:00 | | | 10 | 17 | 27 |
| 22:00 | 23:00 | | | 3 | 8 | 11 |
| 23:00 | 00:00 | | | 0 | 2 | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 331 | 191 | 522 |
| Peak Hour | | | 8:45 | 10:45 | 10:15 |
| Peak Volume | | | 67 | 54 | 106 |
| Peak Hour Factor | | | 0.882 | 0.794 | 0.803 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 273 | 357 | 630 |
| Peak Hour | | | 12:30 | 13:30 | 13:45 |
| Peak Volume | | | 66 | 66 | 111 |
| Peak Hour Factor | | | 0.868 | 0.917 | 0.925 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 77 | 20 | 97 |
| Peak Hour | | | 8:00 | 8:00 | 8:00 |
| Peak Volume | | | 50 | 12 | 62 |
| Peak Hour Factor | | | 0.735 | 0.750 | 0.738 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 54 | 80 | 134 |
| Peak Hour | | | 16:00 | 16:00 | 16:00 |
| Peak Volume | | | 27 | 47 | 74 |
| Peak Hour Factor | | | 0.844 | 0.691 | 0.771 |



Prepared by National Data & Surveying Services

# CLASSIFICATION

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

Day: Sunday
Date: 3/17/2024

City: Manassas
Project #: VA24_260055_009

## HOURLY BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 1 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 6:00 | 0 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:00 | 0 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 1 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 0 | 37 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:00 | 1 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 1 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 2 | 44 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:00 | 3 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:00 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 2 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 2 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 14 | 435 | 73 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 |
| % of Totals | 3% | 81% | 14% | 0% | 2% | | | | | | | | | 100% |

WESTBOUND

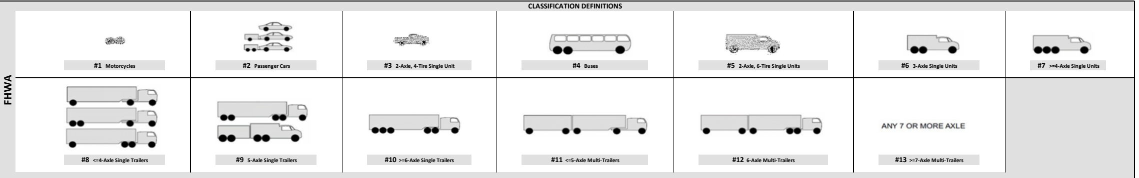
| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 1 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 1 | 30 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 47 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 1 | 47 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 15:00 | 0 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 | 1 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 1 | 34 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 18:00 | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 388 | 61 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 |
| % of Totals | 1% | 84% | 13% | 0% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 1 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:00 | 0 | 45 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 7:00 | 0 | 25 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:00 | 0 | 19 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 2 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:00 | 0 | 53 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 11:00 | 2 | 69 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 12:00 | 1 | 85 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 13:00 | 2 | 91 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 14:00 | 4 | 79 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 15:00 | 1 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 16:00 | 3 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:00 | 3 | 59 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 18:00 | 0 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 19:00 | 0 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Totals | 19 | 823 | 134 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 998 |
| % of Totals | 2% | 82% | 13% | 0% | 2% | | | | | | | | | 100% |

## FHWA

CLASSIFICATION DEFINITIONS




## STATISTICS

EASTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 3 | 210 | 40 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| % | 1% | 39% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 5:00 | 11:45 | 5:15 | 0:00 | 9:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 1 | 42 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 - 24:00 | 11 | 225 | 33 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| % | 2% | 42% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 13:15 | 12:30 | 12:30 | 18:15 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 4 | 51 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 07:00 - 09:00 | 0 | 35 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| % | 0% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 22 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:00 - 18:00 | 4 | 48 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| % | 1% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:15 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 3 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |

WESTBOUND

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 107 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| % | 0% | 23% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| Peak Hour | 9:00 | 11:15 | 10:00 | 0:00 | 7:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 1 | 31 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 - 24:00 | 3 | 281 | 36 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| % | 1% | 61% | 8% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| Peak Hour | 13:15 | 12:45 | 13:45 | 12:30 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:45 |
| Peak Volume | 1 | 58 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 07:00 - 09:00 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Peak Hour | 7:00 | 8:00 | 8:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | 2 | 57 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| % | 0% | 12% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% |
| Peak Hour | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 1 | 34 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |

TOTALS

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 5 | 317 | 65 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 398 |
| % | 1% | 32% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 40% |
| Peak Hour | 9:00 | 11:15 | 10:00 | 0:00 | 7:15 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 2 | 71 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 12:00 - 24:00 | 14 | 506 | 69 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| % | 1% | 51% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% |
| Peak Hour | 13:15 | 12:45 | 13:45 | 12:30 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 5 | 105 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 07:00 - 09:00 | 0 | 44 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| % | 0% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Peak Hour | 7:00 | 7:00 | 8:00 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 0 | 25 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 - 18:00 | 6 | 105 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| % | 1% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:15 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 4 | 59 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |

## 15-MINUTE BREAKDOWN

EASTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:45 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 1 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:45 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 14 | 435 | 73 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 |
| % of Totals | 3% | 81% | 14% | 0% | 2% | | | | | | | | | 100% |

WESTBOUND

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 1 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 1 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5 | 388 | 61 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 |
| % of Totals | 1% | 84% | 13% | 0% | 2% | | | | | | | | | 100% |

TOTALS

| Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:45 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 6:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:30 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 2 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 2 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:45 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:00 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:15 | 0 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:30 | 1 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:45 | 1 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 3 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:45 | 1 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 1 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 1 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 2 | 27 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 19 | 823 | 134 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 998 |
| % of Totals | 2% | 82% | 13% | 0% | 2% | | | | | | | | | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 534 | 464 | 998 |

DAILY TOTALS

### 15-Minutes Interval

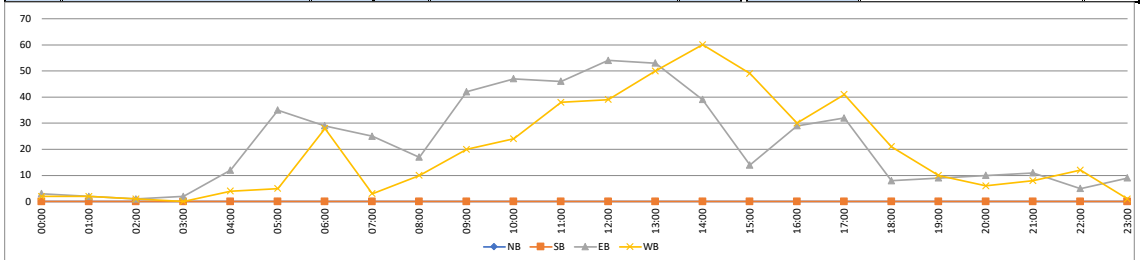
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 1 | 0 | 1 | 12:00 | | | 11 | 7 | 18 |
| 0:15 | | | 0 | 2 | 2 | 12:15 | | | 7 | 9 | 16 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 17 | 5 | 22 |
| 0:45 | | | 2 | 0 | 2 | 12:45 | | | 19 | 18 | 37 |
| 1:00 | | | 1 | 0 | 1 | 13:00 | | | 10 | 14 | 24 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 15 | 14 | 29 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 10 | 14 | 24 |
| 1:45 | | | 1 | 1 | 2 | 13:45 | | | 18 | 8 | 26 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 10 | 16 | 26 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 3 | 18 | 21 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 13 | 19 | 32 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 13 | 7 | 20 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 14 | 14 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 7 | 11 | 18 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 3 | 12 | 15 |
| 3:45 | | | 2 | 0 | 2 | 15:45 | | | 4 | 12 | 16 |
| 4:00 | | | 1 | 0 | 1 | 16:00 | | | 9 | 11 | 20 |
| 4:15 | | | 1 | 1 | 2 | 16:15 | | | 8 | 12 | 20 |
| 4:30 | | | 5 | 0 | 5 | 16:30 | | | 4 | 1 | 5 |
| 4:45 | | | 5 | 3 | 8 | 16:45 | | | 8 | 6 | 14 |
| 5:00 | | | 2 | 4 | 6 | 17:00 | | | 5 | 6 | 11 |
| 5:15 | | | 5 | 0 | 5 | 17:15 | | | 3 | 11 | 14 |
| 5:30 | | | 12 | 1 | 13 | 17:30 | | | 10 | 6 | 16 |
| 5:45 | | | 16 | 0 | 16 | 17:45 | | | 14 | 18 | 32 |
| 6:00 | | | 9 | 21 | 30 | 18:00 | | | 1 | 10 | 11 |
| 6:15 | | | 4 | 4 | 8 | 18:15 | | | 3 | 3 | 6 |
| 6:30 | | | 6 | 2 | 8 | 18:30 | | | 2 | 5 | 7 |
| 6:45 | | | 10 | 1 | 11 | 18:45 | | | 2 | 3 | 5 |
| 7:00 | | | 3 | 0 | 3 | 19:00 | | | 4 | 3 | 7 |
| 7:15 | | | 4 | 1 | 5 | 19:15 | | | 0 | 2 | 2 |
| 7:30 | | | 12 | 2 | 14 | 19:30 | | | 3 | 2 | 5 |
| 7:45 | | | 6 | 0 | 6 | 19:45 | | | 2 | 3 | 5 |
| 8:00 | | | 3 | 2 | 5 | 20:00 | | | 2 | 2 | 4 |
| 8:15 | | | 2 | 1 | 3 | 20:15 | | | 2 | 0 | 2 |
| 8:30 | | | 6 | 3 | 9 | 20:30 | | | 2 | 2 | 4 |
| 8:45 | | | 6 | 4 | 10 | 20:45 | | | 4 | 2 | 6 |
| 9:00 | | | 11 | 5 | 16 | 21:00 | | | 2 | 4 | 6 |
| 9:15 | | | 13 | 7 | 20 | 21:15 | | | 3 | 2 | 5 |
| 9:30 | | | 6 | 3 | 9 | 21:30 | | | 3 | 1 | 4 |
| 9:45 | | | 12 | 5 | 17 | 21:45 | | | 3 | 1 | 4 |
| 10:00 | | | 8 | 6 | 14 | 22:00 | | | 1 | 5 | 6 |
| 10:15 | | | 11 | 6 | 17 | 22:15 | | | 2 | 4 | 6 |
| 10:30 | | | 13 | 6 | 19 | 22:30 | | | 2 | 1 | 3 |
| 10:45 | | | 15 | 6 | 21 | 22:45 | | | 0 | 2 | 2 |
| 11:00 | | | 11 | 7 | 18 | 23:00 | | | 4 | 1 | 5 |
| 11:15 | | | 9 | 13 | 22 | 23:15 | | | 2 | 0 | 2 |
| 11:30 | | | 11 | 8 | 19 | 23:30 | | | 2 | 0 | 2 |
| 11:45 | | | 15 | 10 | 25 | 23:45 | | | 1 | 0 | 1 |
| TOTALS | 0 | 0 | 261 | 137 | 398 | TOTALS | 0 | 0 | 273 | 327 | 600 |
| SPLIT % | 0% | 0% | 66% | 34% | 40% | SPLIT % | 0% | 0% | 46% | 55% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 3 | 2 | 5 |
| 01:00 | 02:00 | | | 2 | 2 | 4 |
| 02:00 | 03:00 | | | 1 | 1 | 2 |
| 03:00 | 04:00 | | | 2 | 0 | 2 |
| 04:00 | 05:00 | | | 12 | 4 | 16 |
| 05:00 | 06:00 | | | 35 | 5 | 40 |
| 06:00 | 07:00 | | | 29 | 28 | 57 |
| 07:00 | 08:00 | | | 25 | 3 | 28 |
| 08:00 | 09:00 | | | 17 | 10 | 27 |
| 09:00 | 10:00 | | | 42 | 20 | 62 |
| 10:00 | 11:00 | | | 47 | 24 | 71 |
| 11:00 | 12:00 | | | 46 | 38 | 84 |
| 12:00 | 13:00 | | | 54 | 39 | 93 |
| 13:00 | 14:00 | | | 53 | 50 | 103 |
| 14:00 | 15:00 | | | 39 | 60 | 99 |
| 15:00 | 16:00 | | | 14 | 49 | 63 |
| 16:00 | 17:00 | | | 29 | 30 | 59 |
| 17:00 | 18:00 | | | 32 | 41 | 73 |
| 18:00 | 19:00 | | | 8 | 21 | 29 |
| 19:00 | 20:00 | | | 9 | 10 | 19 |
| 20:00 | 21:00 | | | 10 | 6 | 16 |
| 21:00 | 22:00 | | | 11 | 8 | 19 |
| 22:00 | 23:00 | | | 5 | 12 | 17 |
| 23:00 | 00:00 | | | 9 | 1 | 10 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 261 | 137 | 398 |
| Peak Hour | | | 10:15 | 11:00 | 11:00 |
| Peak Volume | | | 50 | 38 | 84 |
| Peak Hour Factor | | | 0.833 | 0.731 | 0.840 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 273 | 327 | 600 |
| Peak Hour | | | 12:30 | 13:45 | 12:45 |
| Peak Volume | | | 61 | 61 | 114 |
| Peak Hour Factor | | | 0.803 | 0.803 | 0.770 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 42 | 13 | 55 |
| Peak Hour | | | 7:00 | 8:00 | 7:15 |
| Peak Volume | | | 25 | 10 | 30 |
| Peak Hour Factor | | | 0.521 | 0.625 | 0.536 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 61 | 71 | 132 |
| Peak Hour | | | 17:00 | 17:00 | 17:00 |
| Peak Volume | | | 32 | 41 | 73 |
| Peak Hour Factor | | | 0.571 | 0.569 | 0.570 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 0 | 0 | 0 | 2 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 11 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 5:00 | 0 | 0 | 0 | 2 | 9 | 17 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 3 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 12 | 23 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 50 |
| 6:00 | 0 | 0 | 0 | 0 | 13 | 24 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 1 | 2 | 13 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 1 | 2 | 26 | 38 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 81 |
| 7:00 | 0 | 0 | 1 | 3 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 5 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 | 0 | 0 | 1 | 5 | 19 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 2 | 1 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 3 | 6 | 24 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 9:00 | 0 | 0 | 0 | 2 | 13 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 1 | 11 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 3 | 24 | 30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:00 | 0 | 0 | 0 | 1 | 11 | 22 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 11 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 22 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 11:00 | 0 | 0 | 0 | 5 | 20 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 2 | 5 | 17 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 2 | 10 | 37 | 44 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 101 |
| 12:00 | 0 | 1 | 0 | 4 | 14 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 1 | 0 | 7 | 13 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 2 | 0 | 11 | 27 | 43 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 96 |
| 13:00 | 0 | 0 | 0 | 2 | 13 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 3 | 13 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 1 | 5 | 26 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 0 | 0 | 1 | 8 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 3 | 15 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 4 | 23 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 58 |
| 15:00 | 0 | 0 | 1 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 3 | 9 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 3 | 18 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:00 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 2 | 8 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 1 | 3 | 13 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 0 | 0 | 0 | 2 | 4 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 4 | 7 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 6 | 11 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 2 | 9 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 1 | 3 | 35 | 166 | 214 | 47 | 9 | 3 | 0 | 0 | 0 | 0 | 478 | 0 | 1 | 8 | 44 | 154 | 169 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 435 | 0 | 2 | 11 | 79 | 320 | 383 | 96 | 19 | 3 | 0 | 0 | 0 | 0 | 913 |
| % of Totals | | 0% | 1% | 7% | 35% | 45% | 10% | 2% | 1% | | | | | 100% | | 0% | 2% | 10% | 35% | 39% | 11% | 2% | | | | | | 100% | | 0% | 1% | 9% | 35% | 42% | 11% | 2% | 0% | | | | | 100% |

### STATISTICS

| Time | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOT 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 0 | 2 | 20 | 99 | 130 | 32 | 6 | 2 | 0 | 0 | 0 | 0 | 291 | 0 | 0 | 5 | 14 | 70 | 84 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 193 | 0 | 0 | 7 | 34 | 169 | 214 | 50 | 8 | 2 | 0 | 0 | 0 | 0 | 484 |
| % | 0% | 0% | 0% | 4% | 21% | 27% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 61% | 0% | 0% | 1% | 3% | 15% | 18% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 40% | 0% | 0% | 1% | 7% | 35% | 45% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 101% |
| Peak Hour | 0:00 | 0:00 | 7:30 | 7:15 | 8:30 | 10:15 | 6:00 | 6:00 | 4:45 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 | 0:00 | 0:00 | 7:30 | 11:30 | 10:45 | 11:00 | 10:45 | 11:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 | 0:00 | 0:00 | 7:30 | 11:00 | 10:45 | 11:15 | 5:45 | 11:45 | 4:45 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 0 | 0 | 2 | 5 | 22 | 26 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 2 | 6 | 18 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 4 | 10 | 37 | 45 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 102 |
| 12:00 - 24:00 | 0 | 1 | 1 | 15 | 67 | 84 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 187 | 0 | 1 | 3 | 30 | 84 | 85 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 242 | 0 | 2 | 4 | 45 | 151 | 169 | 46 | 11 | 1 | 0 | 0 | 0 | 0 | 429 |
| % | 0% | 0% | 0% | 3% | 14% | 18% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 39% | 0% | 0% | 1% | 6% | 18% | 18% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 51% | 0% | 0% | 1% | 9% | 32% | 35% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 90% |
| Peak Hour | 12:00 | 12:00 | 14:45 | 12:00 | 12:15 | 12:00 | 12:15 | 12:15 | 21:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 | 12:00 | 12:30 | 12:00 | 15:45 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 | 12:00 | 12:15 | 12:00 | 12:00 | 12:15 | 21:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 1 | 1 | 4 | 15 | 26 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 52 | 0 | 1 | 1 | 7 | 18 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 2 | 1 | 11 | 29 | 43 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 96 |
| 07:00 - 09:00 | 0 | 0 | 2 | 8 | 24 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 2 | 3 | 9 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 4 | 11 | 33 | 35 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| % | 0% | 0% | 0% | 2% | 5% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 1% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 1% | 2% | 7% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 7:00 | 7:00 | 7:30 | 7:15 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:30 | 7:15 | 7:45 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:30 | 7:15 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 2 | 5 | 19 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 2 | 3 | 6 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 4 | 8 | 24 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 - 18:00 | 0 | 0 | 0 | 3 | 9 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 1 | 6 | 15 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 1 | 9 | 24 | 47 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 91 |
| % | 0% | 0% | 0% | 1% | 2% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 1% | 3% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 0% | 0% | 2% | 5% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 19% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 5 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 5 | 9 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 1 | 6 | 13 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | 31 | 36 | 36 | 40 | 44 | 478 |
| SOUTHBOUND | 30 | 35 | 35 | 40 | 44 | 435 |
| TOTALS | 31 | 36 | 35 | 40 | 44 | 913 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | SB 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total | TOT 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:30 | 0 | 0 | 0 | 1 | 1 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 13 |
| 5:45 | 0 | 0 | 0 | 0 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 7 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 13 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:15 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:30 | 0 | 0 | 0 | 0 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 5 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:45 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:30 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 3 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 | 0 | 0 | 0 | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 0 | 0 | 1 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:15 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 5 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 | 0 | 0 | 0 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 3 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 0 | 0 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 9 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:15 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 8 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 | 0 | 0 | 0 | 1 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 1 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 2 | 14 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:45 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 6 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 0 | 0 | 1 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 8 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 0 | 0 | 1 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 5 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 1 | 0 | 0 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 2 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 2 | 9 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:00 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 10 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 6 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:45 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 4 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 1 | 3 | 35 | 166 | 214 | 47 | 9 | 3 | 0 | 0 | 0 | 0 | 478 | 0 | 1 | 8 | 44 | 154 | 169 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 435 | 0 | 2 | 11 | 79 | 320 | 383 | 96 | 19 | 3 | 0 | 0 | 0 | 0 | 913 |
| % of Totals | 0% | 0% | 1% | 7% | 35% | 45% | 10% | 2% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 2% | 10% | 35% | 39% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 1% | 9% | 35% | 42% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Saturday
**Date:** 3/9/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 478 | 435 | 0 | 0 | 913 |

DAILY TOTALS

### 15-Minutes Interval

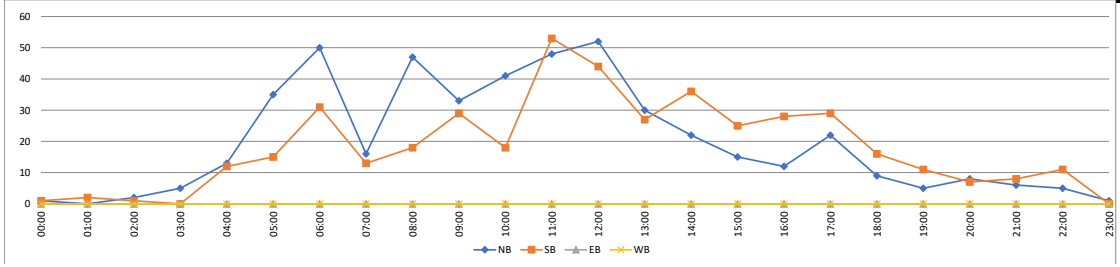
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 13 | 11 | | | 24 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 13 | 8 | | | 21 |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 12 | 9 | | | 21 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 14 | 16 | | | 30 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 9 | 11 | | | 20 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 5 | 6 | | | 11 |
| 1:30 | 0 | 2 | | | 2 | 13:30 | 5 | 5 | | | 10 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 11 | 5 | | | 16 |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 8 | 11 | | | 19 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 3 | 7 | | | 10 |
| 2:30 | 0 | 1 | | | 1 | 14:30 | 5 | 10 | | | 15 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 6 | 8 | | | 14 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 2 | 11 | | | 13 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 2 | 4 | | | 6 |
| 3:30 | 3 | 0 | | | 3 | 15:30 | 6 | 3 | | | 9 |
| 3:45 | 2 | 0 | | | 2 | 15:45 | 5 | 7 | | | 12 |
| 4:00 | 0 | 2 | | | 2 | 16:00 | 2 | 10 | | | 12 |
| 4:15 | 1 | 3 | | | 4 | 16:15 | 3 | 3 | | | 6 |
| 4:30 | 5 | 2 | | | 7 | 16:30 | 4 | 6 | | | 10 |
| 4:45 | 7 | 5 | | | 12 | 16:45 | 3 | 9 | | | 12 |
| 5:00 | 1 | 6 | | | 7 | 17:00 | 4 | 13 | | | 17 |
| 5:15 | 9 | 0 | | | 9 | 17:15 | 4 | 5 | | | 9 |
| 5:30 | 12 | 1 | | | 13 | 17:30 | 4 | 1 | | | 5 |
| 5:45 | 13 | 8 | | | 21 | 17:45 | 10 | 10 | | | 20 |
| 6:00 | 8 | 20 | | | 28 | 18:00 | 3 | 8 | | | 11 |
| 6:15 | 11 | 4 | | | 15 | 18:15 | 5 | 4 | | | 9 |
| 6:30 | 16 | 4 | | | 20 | 18:30 | 0 | 2 | | | 2 |
| 6:45 | 15 | 3 | | | 18 | 18:45 | 1 | 2 | | | 3 |
| 7:00 | 2 | 2 | | | 4 | 19:00 | 2 | 3 | | | 5 |
| 7:15 | 6 | 1 | | | 7 | 19:15 | 2 | 2 | | | 4 |
| 7:30 | 4 | 3 | | | 7 | 19:30 | 0 | 4 | | | 4 |
| 7:45 | 4 | 7 | | | 11 | 19:45 | 1 | 2 | | | 3 |
| 8:00 | 6 | 8 | | | 14 | 20:00 | 1 | 3 | | | 4 |
| 8:15 | 7 | 3 | | | 10 | 20:15 | 2 | 2 | | | 4 |
| 8:30 | 15 | 2 | | | 17 | 20:30 | 4 | 2 | | | 6 |
| 8:45 | 19 | 5 | | | 24 | 20:45 | 1 | 0 | | | 1 |
| 9:00 | 8 | 10 | | | 18 | 21:00 | 1 | 7 | | | 8 |
| 9:15 | 9 | 8 | | | 17 | 21:15 | 0 | 0 | | | 0 |
| 9:30 | 6 | 5 | | | 11 | 21:30 | 1 | 0 | | | 1 |
| 9:45 | 10 | 6 | | | 16 | 21:45 | 4 | 1 | | | 5 |
| 10:00 | 5 | 4 | | | 9 | 22:00 | 1 | 3 | | | 4 |
| 10:15 | 11 | 6 | | | 17 | 22:15 | 0 | 4 | | | 4 |
| 10:30 | 6 | 5 | | | 11 | 22:30 | 2 | 1 | | | 3 |
| 10:45 | 19 | 3 | | | 22 | 22:45 | 2 | 3 | | | 5 |
| 11:00 | 12 | 15 | | | 27 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 8 | 15 | | | 23 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 17 | 13 | | | 30 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 11 | 10 | | | 21 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 291 | 193 | 0 | 0 | 484 | TOTALS | 187 | 242 | 0 | 0 | 429 |
| SPLIT % | 60% | 40% | 0% | 0% | 53% | SPLIT % | 44% | 56% | 0% | 0% | 47% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 1 | 1 | | | 2 |
| 01:00 | 02:00 | 0 | 2 | | | 2 |
| 02:00 | 03:00 | 2 | 1 | | | 3 |
| 03:00 | 04:00 | 5 | 0 | | | 5 |
| 04:00 | 05:00 | 13 | 12 | | | 25 |
| 05:00 | 06:00 | 35 | 15 | | | 50 |
| 06:00 | 07:00 | 50 | 31 | | | 81 |
| 07:00 | 08:00 | 16 | 13 | | | 29 |
| 08:00 | 09:00 | 47 | 18 | | | 65 |
| 09:00 | 10:00 | 33 | 29 | | | 62 |
| 10:00 | 11:00 | 41 | 18 | | | 59 |
| 11:00 | 12:00 | 48 | 53 | | | 101 |
| 12:00 | 13:00 | 52 | 44 | | | 96 |
| 13:00 | 14:00 | 30 | 27 | | | 57 |
| 14:00 | 15:00 | 22 | 36 | | | 58 |
| 15:00 | 16:00 | 15 | 25 | | | 40 |
| 16:00 | 17:00 | 12 | 28 | | | 40 |
| 17:00 | 18:00 | 22 | 29 | | | 51 |
| 18:00 | 19:00 | 9 | 16 | | | 25 |
| 19:00 | 20:00 | 5 | 11 | | | 16 |
| 20:00 | 21:00 | 8 | 7 | | | 15 |
| 21:00 | 22:00 | 6 | 8 | | | 14 |
| 22:00 | 23:00 | 5 | 11 | | | 16 |
| 23:00 | 00:00 | 1 | 0 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 291 | 193 | | | 484 |
| Peak Hour | 10:45 | 11:00 | | | 10:45 |
| Peak Volume | 56 | 53 | | | 102 |
| Peak Hour Factor | 0.737 | 0.883 | | | 0.850 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 187 | 242 | | | 429 |
| Peak Hour | 12:00 | 12:00 | | | 12:00 |
| Peak Volume | 52 | 44 | | | 96 |
| Peak Hour Factor | 0.929 | 0.688 | | | 0.800 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 63 | 31 | | | 94 |
| Peak Hour | 8:00 | 7:30 | | | 8:00 |
| Peak Volume | 47 | 21 | | | 65 |
| Peak Hour Factor | 0.618 | 0.656 | | | 0.677 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 34 | 57 | | | 91 |
| Peak Hour | 17:00 | 16:30 | | | 17:00 |
| Peak Volume | 22 | 33 | | | 51 |
| Peak Hour Factor | 0.550 | 0.635 | | | 0.638 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_009

HOURLY BREAKDOWN

| Time | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 0 | 1 | 3 | 17 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 3 | 5 | 21 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 6:00 | 0 | 0 | 0 | 0 | 12 | 15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 3 | 11 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 3 | 23 | 24 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 66 |
| 7:00 | 0 | 0 | 0 | 2 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 | 0 | 0 | 0 | 2 | 6 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 3 | 6 | 4 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 5 | 12 | 13 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 45 |
| 9:00 | 0 | 0 | 1 | 1 | 8 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 1 | 17 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:00 | 0 | 0 | 0 | 3 | 10 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 13 | 14 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 0 | 1 | 0 | 1 | 14 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 1 | 8 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 0 | 2 | 22 | 29 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 69 |
| 12:00 | 0 | 0 | 0 | 1 | 11 | 25 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 1 | 1 | 9 | 15 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 2 | 20 | 40 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 85 |
| 13:00 | 0 | 0 | 0 | 3 | 16 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 1 | 1 | 8 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 1 | 4 | 24 | 33 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 72 |
| 14:00 | 0 | 0 | 0 | 2 | 5 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 3 | 9 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 1 | 5 | 14 | 28 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 61 |
| 15:00 | 0 | 0 | 0 | 2 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 9 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 3 | 14 | 14 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 0 | 0 | 0 | 2 | 9 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 0 | 3 | 9 | 9 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 0 | 5 | 18 | 23 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 0 | 0 | 0 | 1 | 10 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 2 | 6 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 3 | 16 | 25 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 59 |
| 18:00 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 4 | 12 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 5 | 17 | 17 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 44 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 0 | 0 | 3 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 0 | 1 | 2 | 31 | 143 | 172 | 62 | 20 | 0 | 0 | 0 | 0 | 0 | 431 | 0 | 1 | 6 | 29 | 114 | 148 | 64 | 15 | 6 | 0 | 0 | 0 | 0 | 383 | 0 | 2 | 8 | 60 | 257 | 320 | 126 | 35 | 6 | 0 | 0 | 0 | 0 | 814 |
| % of Totals | | 0% | 0% | 7% | 33% | 40% | 14% | 5% | | | | | | 100% | | 0% | 2% | 8% | 30% | 39% | 17% | 4% | 2% | | | | | 100% | | 0% | 1% | 7% | 32% | 39% | 15% | 4% | 1% | | | | | 100% |

STATISTICS

| | NORTHBOUND | | | | | | | | | | | | | Total | SOUTHBOUND | | | | | | | | | | | | | Total | TOTALS | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | |
| 00:00 - 12:00 | 0 | 1 | 2 | 14 | 74 | 75 | 32 | 11 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 2 | 9 | 44 | 40 | 23 | 4 | 3 | 0 | 0 | 0 | 0 | 125 | 0 | 1 | 4 | 23 | 118 | 115 | 55 | 15 | 3 | 0 | 0 | 0 | 0 | 334 |
| % | 0% | 0% | 0% | 3% | 17% | 17% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 48% | 0% | 0% | 0% | 2% | 10% | 9% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 29% | 0% | 0% | 1% | 5% | 27% | 27% | 13% | 3% | 1% | 0% | 0% | 0% | 0% | 77% |
| Peak Hour | 0:00 | 10:45 | 4:45 | 4:15 | 11:15 | 11:30 | 6:00 | 6:45 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 | 0:00 | 0:00 | 5:00 | 5:15 | 6:00 | 11:30 | 11:45 | 7:15 | 7:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:45 | 0:00 | 10:45 | 5:00 | 5:00 | 5:30 | 11:30 | 11:30 | 11:45 | 7:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:30 |
| Peak Volume | 0 | 1 | 1 | 3 | 18 | 29 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 2 | 3 | 11 | 15 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 37 | 0 | 1 | 3 | 5 | 26 | 44 | 19 | 4 | 2 | 0 | 0 | 0 | 0 | 88 |
| 12:00 - 24:00 | 0 | 0 | 0 | 17 | 69 | 97 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 222 | 0 | 1 | 4 | 20 | 70 | 108 | 41 | 11 | 3 | 0 | 0 | 0 | 0 | 258 | 0 | 1 | 4 | 37 | 139 | 205 | 71 | 20 | 3 | 0 | 0 | 0 | 0 | 480 |
| % | 0% | 0% | 0% | 4% | 16% | 23% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 52% | 0% | 0% | 1% | 5% | 16% | 25% | 10% | 3% | 1% | 0% | 0% | 0% | 0% | 60% | 0% | 0% | 1% | 9% | 32% | 48% | 16% | 5% | 1% | 0% | 0% | 0% | 0% | 111% |
| Peak Hour | 12:00 | 12:00 | 12:00 | 14:45 | 13:00 | 12:00 | 12:00 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 13:30 | 14:30 | 17:45 | 17:15 | 13:30 | 15:30 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 12:00 | 16:00 | 13:30 | 14:30 | 12:30 | 12:00 | 12:00 | 15:30 | 14:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 0 | 0 | 0 | 4 | 16 | 25 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 1 | 2 | 4 | 14 | 19 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 40 | 0 | 1 | 2 | 6 | 24 | 40 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 85 |
| 07:00 - 09:00 | 0 | 0 | 0 | 4 | 7 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 3 | 7 | 5 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 7 | 14 | 19 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 59 |
| % | 0% | 0% | 0% | 1% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 1% | 2% | 1% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 0% | 2% | 3% | 4% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 7:15 | 8:00 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:30 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 6 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 3 | 6 | 5 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 5 | 12 | 13 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 45 |
| 16:00 - 18:00 | 0 | 0 | 0 | 3 | 19 | 21 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 1 | 0 | 5 | 15 | 27 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 62 | 0 | 1 | 0 | 8 | 34 | 48 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 116 |
| % | 0% | 0% | 0% | 1% | 4% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 1% | 3% | 6% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 2% | 8% | 11% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 |
| Peak Volume | 0 | 0 | 0 | 2 | 10 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 0 | 3 | 9 | 18 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 37 | 0 | 1 | 0 | 5 | 18 | 27 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 64 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 31 | 36 | 36 | 41 | 45 | 431 |
| SOUTHBOUND | 31 | 36 | 36 | 42 | 46 | 383 |
| TOTALS | 31 | 36 | 36 | 42 | 45 | 814 |

15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | T 5-15 | T 15-20 | T 20-25 | T 25-30 | T 30-35 | T 35-40 | T 40-45 | T 45-50 | T 50-55 | T 55-60 | T 60-65 | T 65-70 | T 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 | 0 | 0 | 1 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:45 | 0 | 0 | 0 | 1 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 3 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:00 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 8 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:30 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 | 0 | 0 | 0 | 0 | 4 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 5 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 4 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 4 | 5 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 21 |
| 8:15 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 1 | 2 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:45 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 8 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 0 | 0 | 2 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 7 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 1 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 5 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 5 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 5 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:30 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 7 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 4 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 3 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 4 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 6 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 7 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 9 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 4 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 7 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 8 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 5 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 1 | 2 | 31 | 143 | 172 | 62 | 20 | 0 | 0 | 0 | 0 | 0 | 431 | 0 | 1 | 6 | 29 | 114 | 148 | 64 | 15 | 6 | 0 | 0 | 0 | 0 | 383 | 0 | 2 | 8 | 60 | 257 | 320 | 126 | 35 | 6 | 0 | 0 | 0 | 0 | 814 |
| % of Totals | 0% | 0% | 0% | 7% | 33% | 40% | 14% | 5% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 2% | 8% | 30% | 39% | 17% | 4% | 2% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 1% | 7% | 32% | 39% | 15% | 4% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Sunday
**Date:** 3/10/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 431 | 383 | 0 | 0 | 814 |

DAILY TOTALS

### 15-Minutes Interval

| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 1 | | | 1 | 12:00 | 16 | 12 | | | 28 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 13 | 9 | | | 22 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 11 | 8 | | | 19 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 7 | 9 | | | 16 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 8 | 11 | | | 19 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 12 | 8 | | | 20 |
| 1:30 | 1 | 1 | | | 2 | 13:30 | 9 | 10 | | | 19 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 8 | 6 | | | 14 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 5 | 13 | | | 18 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 8 | 11 | | | 19 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 7 | 6 | | | 13 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 5 | 6 | | | 11 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 2 | 5 | | | 7 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 6 | 9 | | | 15 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 5 | 3 | | | 8 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 2 | 9 | | | 11 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 7 | 5 | | | 12 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 7 | 8 | | | 15 |
| 4:30 | 5 | 0 | | | 5 | 16:30 | 8 | 10 | | | 18 |
| 4:45 | 5 | 1 | | | 6 | 16:45 | 6 | 6 | | | 12 |
| 5:00 | 4 | 3 | | | 7 | 17:00 | 6 | 8 | | | 14 |
| 5:15 | 1 | 3 | | | 4 | 17:15 | 7 | 13 | | | 20 |
| 5:30 | 12 | 0 | | | 12 | 17:30 | 4 | 3 | | | 7 |
| 5:45 | 16 | 4 | | | 20 | 17:45 | 9 | 9 | | | 18 |
| 6:00 | 6 | 15 | | | 21 | 18:00 | 5 | 14 | | | 19 |
| 6:15 | 11 | 7 | | | 18 | 18:15 | 3 | 7 | | | 10 |
| 6:30 | 8 | 1 | | | 9 | 18:30 | 2 | 5 | | | 7 |
| 6:45 | 14 | 4 | | | 18 | 18:45 | 4 | 4 | | | 8 |
| 7:00 | 3 | 1 | | | 4 | 19:00 | 2 | 2 | | | 4 |
| 7:15 | 2 | 1 | | | 3 | 19:15 | 3 | 3 | | | 6 |
| 7:30 | 3 | 0 | | | 3 | 19:30 | 0 | 1 | | | 1 |
| 7:45 | 4 | 0 | | | 4 | 19:45 | 2 | 2 | | | 4 |
| 8:00 | 2 | 19 | | | 21 | 20:00 | 1 | 3 | | | 4 |
| 8:15 | 5 | 3 | | | 8 | 20:15 | 0 | 0 | | | 0 |
| 8:30 | 1 | 1 | | | 2 | 20:30 | 2 | 1 | | | 3 |
| 8:45 | 11 | 3 | | | 14 | 20:45 | 3 | 1 | | | 4 |
| 9:00 | 3 | 2 | | | 5 | 21:00 | 2 | 4 | | | 6 |
| 9:15 | 5 | 3 | | | 8 | 21:15 | 2 | 0 | | | 2 |
| 9:30 | 7 | 5 | | | 12 | 21:30 | 3 | 2 | | | 5 |
| 9:45 | 8 | 7 | | | 15 | 21:45 | 5 | 0 | | | 5 |
| 10:00 | 2 | 3 | | | 5 | 22:00 | 1 | 7 | | | 8 |
| 10:15 | 5 | 2 | | | 7 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 9 | 4 | | | 13 | 22:30 | 0 | 1 | | | 1 |
| 10:45 | 14 | 3 | | | 17 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 7 | 7 | | | 14 | 23:00 | 1 | 1 | | | 2 |
| 11:15 | 11 | 6 | | | 17 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 12 | 7 | | | 19 | 23:30 | 0 | 2 | | | 2 |
| 11:45 | 11 | 8 | | | 19 | 23:45 | 1 | 0 | | | 1 |
| TOTALS | 209 | 125 | 0 | 0 | 334 | TOTALS | 222 | 258 | 0 | 0 | 480 |
| SPLIT % | 63% | 37% | 0% | 0% | 41% | SPLIT % | 46% | 54% | 0% | 0% | 59% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 1 | | | 1 |
| 01:00 | 02:00 | 1 | 1 | | | 2 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 0 | 0 | | | 0 |
| 04:00 | 05:00 | 11 | 1 | | | 12 |
| 05:00 | 06:00 | 33 | 10 | | | 43 |
| 06:00 | 07:00 | 39 | 27 | | | 66 |
| 07:00 | 08:00 | 12 | 2 | | | 14 |
| 08:00 | 09:00 | 19 | 26 | | | 45 |
| 09:00 | 10:00 | 23 | 17 | | | 40 |
| 10:00 | 11:00 | 30 | 12 | | | 42 |
| 11:00 | 12:00 | 41 | 28 | | | 69 |
| 12:00 | 13:00 | 47 | 38 | | | 85 |
| 13:00 | 14:00 | 37 | 35 | | | 72 |
| 14:00 | 15:00 | 25 | 36 | | | 61 |
| 15:00 | 16:00 | 15 | 26 | | | 41 |
| 16:00 | 17:00 | 28 | 29 | | | 57 |
| 17:00 | 18:00 | 26 | 33 | | | 59 |
| 18:00 | 19:00 | 14 | 30 | | | 44 |
| 19:00 | 20:00 | 7 | 8 | | | 15 |
| 20:00 | 21:00 | 6 | 5 | | | 11 |
| 21:00 | 22:00 | 12 | 6 | | | 18 |
| 22:00 | 23:00 | 2 | 8 | | | 10 |
| 23:00 | 00:00 | 3 | 4 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 209 | 125 | | | 334 |
| Peak Hour | 5:30 | 11:00 | | | 5:30 |
| Peak Volume | 45 | 28 | | | 71 |
| Peak Hour Factor | 0.703 | 0.875 | | | 0.845 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 222 | 258 | | | 480 |
| Peak Hour | 12:00 | 13:30 | | | 12:00 |
| Peak Volume | 47 | 40 | | | 85 |
| Peak Hour Factor | 0.734 | 0.769 | | | 0.759 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 31 | 28 | | | 59 |
| Peak Hour | 8:00 | 8:00 | | | 8:00 |
| Peak Volume | 19 | 26 | | | 45 |
| Peak Hour Factor | 0.432 | 0.342 | | | 0.536 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 54 | 62 | | | 116 |
| Peak Hour | 16:00 | 16:30 | | | 16:30 |
| Peak Volume | 28 | 37 | | | 64 |
| Peak Hour Factor | 0.875 | 0.712 | | | 0.800 |

Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 0 | 0 | 2 | 6 | 19 | 31 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 2 | 7 | 20 | 33 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 81 |
| 5:00 | 0 | 0 | 5 | 2 | 49 | 62 | 21 | 4 | 2 | 0 | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 6 | 10 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 5 | 8 | 59 | 70 | 25 | 4 | 2 | 0 | 0 | 0 | 0 | 173 |
| 6:00 | 0 | 0 | 0 | 7 | 52 | 94 | 27 | 7 | 2 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 0 | 5 | 17 | 18 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 12 | 69 | 112 | 33 | 10 | 2 | 0 | 0 | 0 | 0 | 238 |
| 7:00 | 0 | 2 | 0 | 8 | 45 | 70 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 150 | 0 | 1 | 1 | 2 | 13 | 27 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 57 | 0 | 3 | 1 | 10 | 58 | 97 | 29 | 7 | 2 | 0 | 0 | 0 | 0 | 207 |
| 8:00 | 0 | 0 | 1 | 5 | 27 | 40 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 4 | 21 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 1 | 9 | 48 | 51 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 128 |
| 9:00 | 0 | 0 | 1 | 4 | 15 | 29 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 1 | 6 | 15 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 2 | 10 | 30 | 47 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 111 |
| 10:00 | 0 | 0 | 0 | 1 | 29 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 1 | 9 | 18 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 1 | 10 | 47 | 44 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 11:00 | 0 | 0 | 0 | 8 | 27 | 31 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 4 | 23 | 27 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 12 | 50 | 58 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 140 |
| 12:00 | 0 | 0 | 1 | 6 | 28 | 33 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 1 | 0 | 4 | 29 | 34 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 81 | 0 | 1 | 1 | 10 | 57 | 67 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 164 |
| 13:00 | 0 | 0 | 1 | 2 | 26 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 1 | 5 | 29 | 37 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 2 | 7 | 55 | 60 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 152 |
| 14:00 | 0 | 0 | 0 | 1 | 6 | 16 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 3 | 10 | 37 | 52 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 119 | 0 | 0 | 3 | 11 | 43 | 68 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 148 |
| 15:00 | 0 | 0 | 3 | 2 | 15 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 1 | 0 | 4 | 31 | 58 | 34 | 2 | 4 | 0 | 0 | 0 | 0 | 134 | 0 | 1 | 3 | 6 | 46 | 76 | 40 | 2 | 4 | 0 | 0 | 0 | 0 | 178 |
| 16:00 | 0 | 0 | 0 | 1 | 13 | 25 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 3 | 3 | 23 | 64 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 3 | 4 | 36 | 89 | 40 | 7 | 0 | 0 | 0 | 0 | 0 | 179 |
| 17:00 | 0 | 0 | 0 | 1 | 16 | 20 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 4 | 32 | 35 | 17 | 3 | 3 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 5 | 48 | 55 | 32 | 5 | 4 | 0 | 0 | 0 | 0 | 149 |
| 18:00 | 0 | 0 | 0 | 1 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 2 | 21 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 3 | 32 | 26 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 19:00 | 0 | 0 | 0 | 0 | 6 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 15 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 1 | 21 | 27 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 60 |
| 20:00 | 0 | 0 | 0 | 2 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 4 | 8 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 0 | 1 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 5 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 5 | 9 | 7 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 9 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 0 | 2 | 15 | 61 | 398 | 553 | 200 | 34 | 9 | 0 | 0 | 0 | 0 | 1,272 | 1 | 3 | 10 | 77 | 355 | 468 | 187 | 28 | 13 | 0 | 0 | 0 | 0 | 1,142 | 1 | 5 | 25 | 138 | 753 | 1,021 | 387 | 62 | 22 | 0 | 0 | 0 | 0 | 2,414 |
| % of Totals | | 0% | 1% | 5% | 31% | 43% | 16% | 3% | 1% | | | | | 100% | 0% | 0% | 1% | 7% | 31% | 41% | 16% | 2% | 1% | | | | | 100% | 0% | 0% | 1% | 6% | 31% | 42% | 16% | 3% | 1% | | | | | 100% |

### STATISTICS

| Period | | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 0 | 2 | 9 | 42 | 267 | 390 | 134 | 24 | 6 | 0 | 0 | 0 | 0 | 874 | 1 | 1 | 3 | 39 | 120 | 134 | 45 | 6 | 2 | 0 | 0 | 0 | 0 | 351 | 1 | 3 | 12 | 81 | 387 | 524 | 179 | 30 | 8 | 0 | 0 | 0 | 0 | 1225 |
| | % | 0% | 0% | 1% | 3% | 21% | 31% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 69% | 0% | 0% | 0% | 3% | 9% | 11% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 1% | 6% | 30% | 41% | 14% | 2% | 1% | 0% | 0% | 0% | 0% | 96% |
| | Peak Hour | 0:00 | 6:45 | 5:00 | 11:15 | 6:15 | 6:00 | 5:45 | 6:00 | 5:30 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 | 4:00 | 6:15 | 6:30 | 9:45 | 11:15 | 11:30 | 11:15 | 6:00 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 11:15 | 4:00 | 6:45 | 5:00 | 9:45 | 6:15 | 6:00 | 5:45 | 6:00 | 5:30 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| | Peak Volume | 0 | 2 | 5 | 9 | 57 | 94 | 29 | 7 | 3 | 0 | 0 | 0 | 0 | 189 | 1 | 1 | 1 | 11 | 28 | 30 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 75 | 1 | 3 | 5 | 14 | 74 | 112 | 38 | 10 | 3 | 0 | 0 | 0 | 0 | 238 |
| 12:00 - 24:00 | | 0 | 0 | 6 | 19 | 131 | 163 | 66 | 10 | 3 | 0 | 0 | 0 | 0 | 398 | 0 | 2 | 7 | 38 | 235 | 334 | 142 | 22 | 11 | 0 | 0 | 0 | 0 | 791 | 0 | 2 | 13 | 57 | 366 | 497 | 208 | 32 | 14 | 0 | 0 | 0 | 0 | 1189 |
| | % | 0% | 0% | 0% | 1% | 10% | 13% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 31% | 0% | 0% | 1% | 3% | 18% | 26% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 62% | 0% | 0% | 1% | 4% | 29% | 39% | 16% | 3% | 1% | 0% | 0% | 0% | 0% | 93% |
| | Peak Hour | 12:00 | 12:00 | 14:45 | 12:00 | 12:15 | 12:00 | 17:00 | 12:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 | 13:45 | 14:15 | 15:45 | 15:00 | 15:30 | 14:45 | 12:00 | 12:00 | 12:00 | 12:00 | 14:30 | 12:00 | 12:00 | 15:15 | 13:15 | 12:15 | 15:45 | 15:30 | 16:00 | 14:15 | 12:00 | 12:00 | 12:00 | 12:00 | 15:45 |
| | Peak Volume | 0 | 0 | 3 | 6 | 32 | 33 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 83 | 0 | 1 | 4 | 10 | 44 | 70 | 34 | 6 | 4 | 0 | 0 | 0 | 0 | 153 | 0 | 1 | 5 | 11 | 62 | 92 | 41 | 7 | 5 | 0 | 0 | 0 | 0 | 185 |
| 07:00 - 09:00 | | 0 | 2 | 1 | 13 | 72 | 110 | 35 | 7 | 1 | 0 | 0 | 0 | 0 | 241 | 0 | 1 | 1 | 6 | 34 | 38 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 94 | 0 | 3 | 2 | 19 | 106 | 148 | 46 | 9 | 2 | 0 | 0 | 0 | 0 | 335 |
| | % | 0% | 0% | 0% | 1% | 6% | 9% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 19% | 0% | 0% | 0% | 0% | 3% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 1% | 8% | 12% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 26% |
| | Peak Hour | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 | 7:00 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 2 | 1 | 8 | 45 | 70 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 150 | 0 | 1 | 1 | 4 | 24 | 27 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 57 | 0 | 3 | 1 | 12 | 58 | 97 | 30 | 8 | 2 | 0 | 0 | 0 | 0 | 207 |
| 16:00 - 18:00 | | 0 | 0 | 0 | 2 | 29 | 45 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 3 | 7 | 55 | 99 | 45 | 9 | 3 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 3 | 9 | 84 | 144 | 72 | 12 | 4 | 0 | 0 | 0 | 0 | 328 |
| | % | 0% | 0% | 0% | 0% | 2% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 0% | 0% | 1% | 4% | 8% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 0% | 0% | 1% | 7% | 11% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 26% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:45 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 0 | 0 | 0 | 1 | 16 | 25 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 3 | 6 | 32 | 64 | 28 | 6 | 3 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 3 | 7 | 48 | 89 | 40 | 7 | 4 | 0 | 0 | 0 | 0 | 179 |

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| | Percentiles | | | | | |
| NORTHBOUND | 31 | 36 | 36 | 41 | 44 | 1272 |
| SOUTHBOUND | 31 | 36 | 36 | 42 | 45 | 1142 |
| TOTALS | 31 | 36 | 36 | 41 | 45 | 2414 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOT 5-15 | TOT 15-20 | TOT 20-25 | TOT 25-30 | TOT 30-35 | TOT 35-40 | TOT 40-45 | TOT 45-50 | TOT 50-55 | TOT 55-60 | TOT 60-65 | TOT 65-70 | TOT 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 0 | 0 | 2 | 7 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 7 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 4:45 | 0 | 0 | 1 | 2 | 10 | 13 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 11 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 41 |
| 5:00 | 0 | 0 | 0 | 0 | 10 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 12 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 5:15 | 0 | 0 | 0 | 0 | 7 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 8 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 5:30 | 0 | 0 | 0 | 0 | 18 | 17 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 23 | 17 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 45 |
| 5:45 | 0 | 0 | 5 | 2 | 14 | 20 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 3 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 5 | 5 | 16 | 25 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 64 |
| 6:00 | 0 | 0 | 0 | 2 | 9 | 27 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 1 | 5 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 3 | 14 | 36 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 72 |
| 6:15 | 0 | 0 | 0 | 2 | 15 | 21 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 19 | 23 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 6:30 | 0 | 0 | 0 | 1 | 11 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 15 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:45 | 0 | 0 | 0 | 2 | 17 | 30 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 4 | 21 | 33 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 71 |
| 7:00 | 0 | 0 | 0 | 3 | 14 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 1 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 3 | 19 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 7:15 | 0 | 0 | 0 | 2 | 12 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 2 | 14 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:30 | 0 | 2 | 0 | 0 | 4 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 1 | 3 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 0 | 1 | 7 | 33 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 7:45 | 0 | 0 | 0 | 3 | 15 | 18 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 1 | 3 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 4 | 18 | 24 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 62 |
| 8:00 | 0 | 0 | 0 | 2 | 6 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 8 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:15 | 0 | 0 | 0 | 3 | 7 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 4 | 16 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:30 | 0 | 0 | 1 | 0 | 5 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 2 | 15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:45 | 0 | 0 | 0 | 0 | 9 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 9 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:00 | 0 | 0 | 1 | 2 | 4 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 3 | 7 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:15 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 5 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:30 | 0 | 0 | 0 | 0 | 6 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 10 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:45 | 0 | 0 | 0 | 2 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 4 | 8 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 0 | 0 | 0 | 1 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 3 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 4 | 15 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:15 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 4 | 14 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:30 | 0 | 0 | 0 | 0 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 8 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:45 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 10 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 0 | 0 | 0 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 9 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 | 0 | 0 | 0 | 4 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 7 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 5 | 14 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:30 | 0 | 0 | 0 | 2 | 8 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 9 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 4 | 17 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 44 |
| 11:45 | 0 | 0 | 0 | 2 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 3 | 10 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 0 | 1 | 1 | 5 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 1 | 7 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 2 | 12 | 16 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:15 | 0 | 0 | 0 | 1 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 2 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 11 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 0 | 0 | 0 | 11 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 1 | 5 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 1 | 16 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 0 | 0 | 0 | 4 | 6 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 12 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 4 | 18 | 20 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 47 |
| 13:00 | 0 | 0 | 0 | 1 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 8 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 1 | 17 | 20 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:15 | 0 | 0 | 1 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 4 | 9 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:30 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 8 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 1 | 16 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:45 | 0 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 8 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 1 | 13 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 4 | 11 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 1 | 5 | 13 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:15 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 3 | 6 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 2 | 3 | 8 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 29 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 11 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 2 | 11 | 24 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:45 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 9 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 1 | 11 | 16 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 18 | 18 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 3 | 21 | 21 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 64 |
| 15:15 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 8 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:30 | 0 | 0 | 3 | 1 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 4 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 3 | 1 | 11 | 14 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 39 |
| 15:45 | 0 | 0 | 0 | 1 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 4 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 2 | 6 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 | 0 | 0 | 0 | 0 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 2 | 0 | 11 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 2 | 0 | 17 | 25 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 6 | 14 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 1 | 8 | 21 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:30 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 4 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 1 | 1 | 8 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 2 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 3 | 18 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 8 | 9 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 3 | 8 | 11 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 0 | 0 | 0 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 4 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 12 | 16 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 35 |
| 17:30 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 8 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:45 | 0 | 0 | 0 | 0 | 7 | 5 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 13 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 1 | 20 | 18 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 54 |
| 18:00 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 8 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 13 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 7 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 5 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:45 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 7 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 17 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 0 | 2 | 15 | 61 | 398 | 553 | 200 | 34 | 9 | 0 | 0 | 0 | 0 | 1,272 | 1 | 3 | 10 | 77 | 355 | 468 | 187 | 28 | 13 | 0 | 0 | 0 | 0 | 1,142 | 1 | 5 | 25 | 138 | 753 | 1,021 | 387 | 62 | 22 | 0 | 0 | 0 | 0 | 2,414 |
| % of Totals | 0% | 0% | 1% | 5% | 31% | 43% | 16% | 3% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 1% | 7% | 31% | 41% | 16% | 2% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 1% | 6% | 31% | 42% | 16% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Monday
**Date:** 3/11/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,272 | 1,142 | 0 | 0 | 2,414 |

DAILY TOTALS

### 15-Minutes Interval

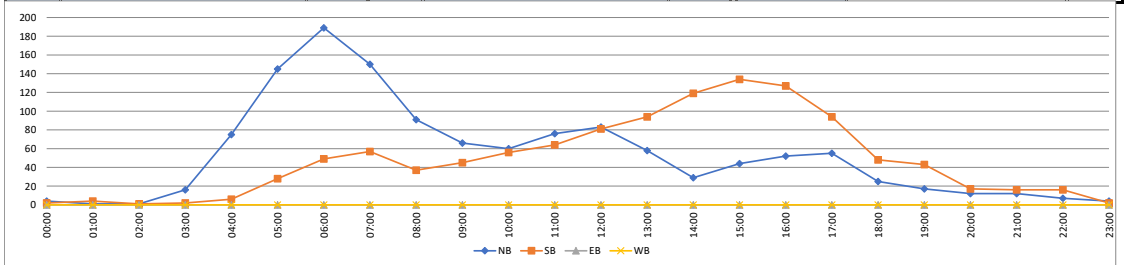
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 24 | 19 | | | 43 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 19 | 18 | | | 37 |
| 0:30 | 0 | 2 | | | 2 | 12:30 | 20 | 17 | | | 37 |
| 0:45 | 3 | 0 | | | 3 | 12:45 | 20 | 27 | | | 47 |
| 1:00 | 0 | 2 | | | 2 | 13:00 | 18 | 31 | | | 49 |
| 1:15 | 0 | 2 | | | 2 | 13:15 | 12 | 17 | | | 29 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 15 | 25 | | | 40 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 13 | 21 | | | 34 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 7 | 29 | | | 36 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 7 | 22 | | | 29 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 4 | 41 | | | 45 |
| 2:45 | 1 | 0 | | | 1 | 14:45 | 11 | 27 | | | 38 |
| 3:00 | 4 | 1 | | | 5 | 15:00 | 7 | 57 | | | 64 |
| 3:15 | 5 | 1 | | | 6 | 15:15 | 8 | 28 | | | 36 |
| 3:30 | 3 | 0 | | | 3 | 15:30 | 18 | 21 | | | 39 |
| 3:45 | 4 | 0 | | | 4 | 15:45 | 11 | 28 | | | 39 |
| 4:00 | 7 | 0 | | | 7 | 16:00 | 16 | 42 | | | 58 |
| 4:15 | 10 | 1 | | | 11 | 16:15 | 11 | 34 | | | 45 |
| 4:30 | 20 | 2 | | | 22 | 16:30 | 10 | 33 | | | 43 |
| 4:45 | 38 | 3 | | | 41 | 16:45 | 15 | 18 | | | 33 |
| 5:00 | 30 | 5 | | | 35 | 17:00 | 3 | 29 | | | 32 |
| 5:15 | 25 | 4 | | | 29 | 17:15 | 18 | 17 | | | 35 |
| 5:30 | 39 | 6 | | | 45 | 17:30 | 13 | 15 | | | 28 |
| 5:45 | 51 | 13 | | | 64 | 17:45 | 21 | 33 | | | 54 |
| 6:00 | 50 | 22 | | | 72 | 18:00 | 11 | 18 | | | 29 |
| 6:15 | 48 | 7 | | | 55 | 18:15 | 3 | 14 | | | 17 |
| 6:30 | 31 | 9 | | | 40 | 18:30 | 4 | 12 | | | 16 |
| 6:45 | 60 | 11 | | | 71 | 18:45 | 7 | 4 | | | 11 |
| 7:00 | 40 | 15 | | | 55 | 19:00 | 1 | 15 | | | 16 |
| 7:15 | 30 | 7 | | | 37 | 19:15 | 4 | 9 | | | 13 |
| 7:30 | 36 | 17 | | | 53 | 19:30 | 8 | 11 | | | 19 |
| 7:45 | 44 | 18 | | | 62 | 19:45 | 4 | 8 | | | 12 |
| 8:00 | 23 | 5 | | | 28 | 20:00 | 1 | 7 | | | 8 |
| 8:15 | 29 | 13 | | | 42 | 20:15 | 2 | 5 | | | 7 |
| 8:30 | 18 | 14 | | | 32 | 20:30 | 3 | 2 | | | 5 |
| 8:45 | 21 | 5 | | | 26 | 20:45 | 6 | 3 | | | 9 |
| 9:00 | 24 | 10 | | | 34 | 21:00 | 5 | 12 | | | 17 |
| 9:15 | 12 | 11 | | | 23 | 21:15 | 2 | 1 | | | 3 |
| 9:30 | 17 | 10 | | | 27 | 21:30 | 3 | 2 | | | 5 |
| 9:45 | 13 | 14 | | | 27 | 21:45 | 2 | 1 | | | 3 |
| 10:00 | 21 | 15 | | | 36 | 22:00 | 2 | 7 | | | 9 |
| 10:15 | 10 | 19 | | | 29 | 22:15 | 4 | 2 | | | 6 |
| 10:30 | 16 | 8 | | | 24 | 22:30 | 0 | 4 | | | 4 |
| 10:45 | 13 | 14 | | | 27 | 22:45 | 1 | 3 | | | 4 |
| 11:00 | 17 | 8 | | | 25 | 23:00 | 1 | 1 | | | 2 |
| 11:15 | 21 | 19 | | | 40 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 21 | 23 | | | 44 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 17 | 14 | | | 31 | 23:45 | 1 | 1 | | | 2 |
| TOTALS | 874 | 351 | 0 | 0 | 1225 | TOTALS | 398 | 791 | 0 | 0 | 1189 |
| SPLIT % | 71% | 29% | 0% | 0% | 51% | SPLIT % | 33% | 67% | 0% | 0% | 49% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 2 | | | 6 |
| 01:00 | 02:00 | 1 | 4 | | | 5 |
| 02:00 | 03:00 | 1 | 1 | | | 2 |
| 03:00 | 04:00 | 16 | 2 | | | 18 |
| 04:00 | 05:00 | 75 | 6 | | | 81 |
| 05:00 | 06:00 | 145 | 28 | | | 173 |
| 06:00 | 07:00 | 189 | 49 | | | 238 |
| 07:00 | 08:00 | 150 | 57 | | | 207 |
| 08:00 | 09:00 | 91 | 37 | | | 128 |
| 09:00 | 10:00 | 66 | 45 | | | 111 |
| 10:00 | 11:00 | 60 | 56 | | | 116 |
| 11:00 | 12:00 | 76 | 64 | | | 140 |
| 12:00 | 13:00 | 83 | 81 | | | 164 |
| 13:00 | 14:00 | 58 | 94 | | | 152 |
| 14:00 | 15:00 | 29 | 119 | | | 148 |
| 15:00 | 16:00 | 44 | 134 | | | 178 |
| 16:00 | 17:00 | 52 | 127 | | | 179 |
| 17:00 | 18:00 | 55 | 94 | | | 149 |
| 18:00 | 19:00 | 25 | 48 | | | 73 |
| 19:00 | 20:00 | 17 | 43 | | | 60 |
| 20:00 | 21:00 | 12 | 17 | | | 29 |
| 21:00 | 22:00 | 12 | 16 | | | 28 |
| 22:00 | 23:00 | 7 | 16 | | | 23 |
| 23:00 | 00:00 | 4 | 2 | | | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 874 | 351 | | | 1225 |
| Peak Hour | 6:00 | 10:45 | | | 6:00 |
| Peak Volume | 189 | 64 | | | 238 |
| Peak Hour Factor | 0.788 | 0.696 | | | 0.826 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 398 | 791 | | | 1189 |
| Peak Hour | 12:00 | 14:30 | | | 15:45 |
| Peak Volume | 83 | 153 | | | 185 |
| Peak Hour Factor | 0.865 | 0.671 | | | 0.797 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 241 | 94 | | | 335 |
| Peak Hour | 7:00 | 7:00 | | | 7:00 |
| Peak Volume | 150 | 57 | | | 207 |
| Peak Hour Factor | 0.852 | 0.792 | | | 0.835 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 107 | 221 | | | 328 |
| Peak Hour | 17:00 | 16:00 | | | 16:00 |
| Peak Volume | 55 | 127 | | | 179 |
| Peak Hour Factor | 0.655 | 0.756 | | | 0.772 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 1 | 0 | 2 | 6 | 27 | 39 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 97 |
| 5:00 | 1 | 0 | 4 | 12 | 47 | 58 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 152 |
| 6:00 | 0 | 1 | 0 | 13 | 84 | 108 | 39 | 5 | 1 | 0 | 0 | 0 | 0 | 251 |
| 7:00 | 0 | 0 | 0 | 9 | 56 | 88 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 174 |
| 8:00 | 0 | 0 | 2 | 5 | 40 | 40 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 111 |
| 9:00 | 0 | 0 | 1 | 12 | 34 | 37 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 107 |
| 10:00 | 0 | 0 | 0 | 8 | 34 | 35 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 94 |
| 11:00 | 0 | 0 | 7 | 10 | 40 | 26 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 93 |
| 12:00 | 0 | 0 | 1 | 9 | 37 | 38 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:00 | 1 | 0 | 3 | 4 | 28 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 65 |
| 14:00 | 0 | 0 | 0 | 2 | 12 | 20 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 15:00 | 0 | 0 | 1 | 3 | 13 | 24 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 52 |
| 16:00 | 2 | 1 | 0 | 3 | 16 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 17:00 | 1 | 0 | 0 | 0 | 16 | 15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 44 |
| 18:00 | 1 | 0 | 0 | 5 | 9 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 1 | 2 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 0 | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 7 | 2 | 26 | 109 | 509 | 627 | 241 | 28 | 13 | 0 | 0 | 0 | 0 | 1,562 |
| % of Totals | 0% | 0% | 2% | 7% | 33% | 40% | 15% | 2% | 1% | | | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 3 | 3 | 14 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:00 | 2 | 4 | 21 | 16 | 15 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 86 |
| 7:00 | 0 | 2 | 6 | 9 | 20 | 20 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 73 |
| 8:00 | 0 | 0 | 17 | 13 | 19 | 20 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 79 |
| 9:00 | 0 | 1 | 11 | 11 | 28 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 10:00 | 1 | 1 | 12 | 10 | 17 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 74 |
| 11:00 | 1 | 2 | 11 | 12 | 23 | 46 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 106 |
| 12:00 | 0 | 5 | 5 | 9 | 20 | 35 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:00 | 0 | 1 | 9 | 7 | 33 | 63 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 139 |
| 14:00 | 0 | 0 | 1 | 10 | 37 | 59 | 31 | 7 | 3 | 0 | 0 | 0 | 0 | 148 |
| 15:00 | 0 | 0 | 1 | 6 | 24 | 67 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 129 |
| 16:00 | 1 | 0 | 0 | 7 | 32 | 62 | 30 | 7 | 2 | 0 | 0 | 0 | 0 | 141 |
| 17:00 | 0 | 0 | 0 | 7 | 21 | 37 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 88 |
| 18:00 | 1 | 0 | 0 | 8 | 24 | 36 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 86 |
| 19:00 | 0 | 0 | 0 | 3 | 11 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:00 | 0 | 0 | 1 | 2 | 6 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 0 | 0 | 0 | 10 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 6 | 16 | 99 | 137 | 361 | 583 | 208 | 49 | 14 | 0 | 0 | 0 | 0 | 1,473 |
| % of Totals | 0% | 1% | 7% | 9% | 25% | 40% | 14% | 3% | 1% | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 3 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 1 | 0 | 3 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 1 | 0 | 3 | 6 | 27 | 40 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 100 |
| 5:00 | 1 | 0 | 7 | 15 | 61 | 69 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 184 |
| 6:00 | 2 | 5 | 21 | 29 | 99 | 130 | 44 | 5 | 2 | 0 | 0 | 0 | 0 | 337 |
| 7:00 | 0 | 2 | 6 | 18 | 76 | 108 | 31 | 4 | 2 | 0 | 0 | 0 | 0 | 247 |
| 8:00 | 0 | 0 | 19 | 18 | 59 | 60 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 190 |
| 9:00 | 0 | 1 | 12 | 23 | 62 | 67 | 24 | 1 | 4 | 0 | 0 | 0 | 0 | 194 |
| 10:00 | 1 | 1 | 12 | 18 | 51 | 61 | 19 | 2 | 3 | 0 | 0 | 0 | 0 | 168 |
| 11:00 | 1 | 2 | 18 | 22 | 63 | 72 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 199 |
| 12:00 | 0 | 5 | 6 | 18 | 57 | 73 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 184 |
| 13:00 | 1 | 1 | 12 | 11 | 61 | 86 | 23 | 6 | 3 | 0 | 0 | 0 | 0 | 204 |
| 14:00 | 0 | 0 | 1 | 12 | 49 | 79 | 40 | 9 | 3 | 0 | 0 | 0 | 0 | 193 |
| 15:00 | 0 | 0 | 2 | 9 | 37 | 91 | 32 | 9 | 1 | 0 | 0 | 0 | 0 | 181 |
| 16:00 | 3 | 1 | 0 | 10 | 48 | 94 | 37 | 8 | 2 | 0 | 0 | 0 | 0 | 203 |
| 17:00 | 1 | 0 | 0 | 7 | 37 | 52 | 30 | 4 | 1 | 0 | 0 | 0 | 0 | 132 |
| 18:00 | 2 | 0 | 0 | 13 | 33 | 52 | 21 | 3 | 2 | 0 | 0 | 0 | 0 | 126 |
| 19:00 | 0 | 0 | 0 | 4 | 14 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 20:00 | 0 | 0 | 2 | 4 | 8 | 11 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 37 |
| 21:00 | 0 | 0 | 1 | 3 | 12 | 10 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 35 |
| 22:00 | 0 | 0 | 0 | 1 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 0 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 13 | 18 | 125 | 246 | 870 | 1,210 | 449 | 77 | 27 | 0 | 0 | 0 | 0 | 3,035 |
| % of Totals | 0% | 1% | 4% | 8% | 29% | 40% | 15% | 3% | 1% | | | | | 100% |

### STATISTICS

NORTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 2 | 1 | 18 | 77 | 368 | 445 | 173 | 18 | 11 | 0 | 0 | 0 | 0 | 1113 |
| | % | 0% | 0% | 1% | 5% | 24% | 28% | 11% | 1% | 1% | 0% | 0% | 0% | 0% | 71% |
| | Peak Hour | 3:30 | 6:00 | 11:00 | 4:45 | 5:45 | 6:00 | 6:00 | 6:15 | 8:45 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| | Peak Volume | 1 | 1 | 7 | 15 | 85 | 108 | 39 | 6 | 4 | 0 | 0 | 0 | 0 | 251 |
| 12:00 - 24:00 | | 5 | 1 | 8 | 32 | 141 | 182 | 68 | 10 | 2 | 0 | 0 | 0 | 0 | 449 |
| | % | 0% | 0% | 1% | 2% | 9% | 12% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 29% |
| | Peak Hour | 16:00 | 15:45 | 12:15 | 12:00 | 12:00 | 12:30 | 17:30 | 14:45 | 12:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 |
| | Peak Volume | 2 | 1 | 4 | 9 | 37 | 40 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 101 |
| 07:00 - 09:00 | | 0 | 0 | 2 | 14 | 96 | 128 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 285 |
| | % | 0% | 0% | 0% | 1% | 6% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 18% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:15 | 7:15 | 7:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| | Peak Volume | 0 | 0 | 2 | 12 | 59 | 88 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 175 |
| 16:00 - 18:00 | | 3 | 1 | 0 | 3 | 32 | 47 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 106 |
| | % | 0% | 0% | 0% | 0% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 2 | 1 | 0 | 3 | 16 | 32 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 62 |

SOUTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 4 | 10 | 82 | 76 | 138 | 183 | 47 | 12 | 3 | 0 | 0 | 0 | 0 | 555 |
| | % | 0% | 1% | 5% | 5% | 9% | 12% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 36% |
| | Peak Hour | 5:15 | 11:30 | 5:30 | 5:45 | 9:15 | 11:15 | 7:15 | 7:15 | 7:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| | Peak Volume | 2 | 5 | 24 | 17 | 31 | 47 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 110 |
| 12:00 - 24:00 | | 2 | 6 | 17 | 61 | 223 | 400 | 161 | 37 | 11 | 0 | 0 | 0 | 0 | 918 |
| | % | 0% | 0% | 1% | 4% | 14% | 26% | 10% | 2% | 1% | 0% | 0% | 0% | 0% | 59% |
| | Peak Hour | 15:15 | 12:15 | 12:45 | 13:30 | 14:15 | 15:45 | 14:15 | 14:15 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| | Peak Volume | 1 | 6 | 11 | 10 | 42 | 70 | 36 | 10 | 3 | 0 | 0 | 0 | 0 | 164 |
| 07:00 - 09:00 | | 0 | 2 | 23 | 22 | 39 | 40 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 152 |
| | % | 0% | 0% | 1% | 1% | 2% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 10% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:45 | 7:15 | 7:30 | 7:15 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:45 |
| | Peak Volume | 0 | 2 | 18 | 16 | 25 | 27 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 103 |
| 16:00 - 18:00 | | 1 | 0 | 0 | 14 | 53 | 99 | 50 | 9 | 3 | 0 | 0 | 0 | 0 | 229 |
| | % | 0% | 0% | 0% | 1% | 3% | 6% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 15% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 1 | 0 | 0 | 9 | 37 | 62 | 33 | 7 | 2 | 0 | 0 | 0 | 0 | 141 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 6 | 11 | 100 | 153 | 506 | 628 | 220 | 30 | 14 | 0 | 0 | 0 | 0 | 1668 |
| | % | 0% | 1% | 6% | 10% | 32% | 40% | 14% | 2% | 1% | 0% | 0% | 0% | 0% | 107% |
| | Peak Hour | 5:15 | 6:00 | 5:30 | 5:45 | 5:45 | 6:00 | 6:00 | 6:15 | 8:45 | 0:00 | 0:00 | 0:00 | 0:00 | 6:00 |
| | Peak Volume | 3 | 5 | 27 | 29 | 104 | 130 | 44 | 6 | 4 | 0 | 0 | 0 | 0 | 337 |
| 12:00 - 24:00 | | 7 | 7 | 25 | 93 | 364 | 582 | 229 | 47 | 13 | 0 | 0 | 0 | 0 | 1367 |
| | % | 0% | 0% | 2% | 6% | 23% | 37% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 88% |
| | Peak Hour | 16:00 | 12:15 | 12:45 | 12:00 | 12:45 | 12:45 | 14:15 | 14:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 |
| | Peak Volume | 3 | 6 | 14 | 18 | 64 | 103 | 48 | 12 | 3 | 0 | 0 | 0 | 0 | 234 |
| 07:00 - 09:00 | | 0 | 2 | 25 | 36 | 135 | 168 | 60 | 9 | 2 | 0 | 0 | 0 | 0 | 437 |
| | % | 0% | 0% | 2% | 2% | 9% | 11% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 28% |
| | Peak Hour | 7:00 | 7:00 | 7:30 | 7:45 | 7:15 | 7:00 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| | Peak Volume | 0 | 2 | 20 | 26 | 84 | 108 | 39 | 6 | 2 | 0 | 0 | 0 | 0 | 272 |
| 16:00 - 18:00 | | 4 | 1 | 0 | 17 | 85 | 146 | 67 | 12 | 3 | 0 | 0 | 0 | 0 | 335 |
| | % | 0% | 0% | 0% | 1% | 5% | 9% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 21% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 3 | 1 | 0 | 10 | 49 | 94 | 40 | 8 | 2 | 0 | 0 | 0 | 0 | 203 |

| Direction | Percentiles | | | | | |
|---|---|---|---|---|---|---|
| | 15th | 50th | Average | 85th | 95th | ADT |
| NORTHBOUND | 31 | 36 | 36 | 41 | 44 | 1562 |
| SOUTHBOUND | 29 | 36 | 35 | 41 | 45 | 1473 |
| TOTALS | 30 | 36 | 36 | 41 | 44 | 3035 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 | 1 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 0 | 0 | 0 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 4:45 | 0 | 0 | 0 | 6 | 17 | 24 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 60 |
| 5:00 | 0 | 0 | 0 | 4 | 11 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:15 | 0 | 0 | 1 | 2 | 8 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 5:30 | 0 | 0 | 2 | 3 | 9 | 18 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 5:45 | 1 | 0 | 1 | 3 | 19 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 6:00 | 0 | 0 | 0 | 2 | 12 | 30 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 55 |
| 6:15 | 0 | 0 | 0 | 4 | 35 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 6:30 | 0 | 0 | 0 | 3 | 19 | 20 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 52 |
| 6:45 | 0 | 1 | 0 | 4 | 18 | 30 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 67 |
| 7:00 | 0 | 0 | 0 | 0 | 13 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 | 0 | 0 | 0 | 2 | 12 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:30 | 0 | 0 | 0 | 2 | 8 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 7:45 | 0 | 0 | 0 | 5 | 23 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 8:00 | 0 | 0 | 0 | 3 | 16 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:15 | 0 | 0 | 2 | 1 | 6 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 | 0 | 0 | 0 | 1 | 11 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:45 | 0 | 0 | 0 | 0 | 7 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:00 | 0 | 0 | 0 | 2 | 12 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:15 | 0 | 0 | 0 | 2 | 10 | 14 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 36 |
| 9:30 | 0 | 0 | 0 | 2 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 9:45 | 0 | 0 | 1 | 6 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:00 | 0 | 0 | 0 | 5 | 5 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:15 | 0 | 0 | 0 | 0 | 5 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:30 | 0 | 0 | 0 | 1 | 14 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:45 | 0 | 0 | 0 | 2 | 10 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 0 | 1 | 0 | 7 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 0 | 0 | 4 | 11 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 0 | 5 | 3 | 14 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:45 | 0 | 0 | 1 | 3 | 8 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 0 | 0 | 1 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 | 0 | 0 | 1 | 3 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 0 | 0 | 2 | 8 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 0 | 0 | 3 | 10 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 0 | 3 | 0 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:15 | 0 | 0 | 0 | 2 | 12 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 1 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:15 | 0 | 0 | 0 | 1 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 0 | 0 | 0 | 5 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 0 | 0 | 3 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 1 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 0 | 0 | 0 | 2 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 1 | 0 | 0 | 0 | 5 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 1 | 0 | 0 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 1 | 0 | 0 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 1 | 0 | 0 | 0 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 0 | 0 | 0 | 5 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 1 | 0 | 0 | 5 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 7 | 2 | 26 | 109 | 509 | 627 | 241 | 28 | 13 | 0 | 0 | 0 | 0 | 1,562 |
| % of Totals | 0% | 0% | 2% | 7% | 33% | 40% | 15% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 | 0 | 0 | 3 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 2 | 4 | 19 | 7 | 6 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 51 |
| 6:15 | 0 | 0 | 2 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:30 | 0 | 0 | 0 | 7 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 2 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15 | 0 | 0 | 2 | 2 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 | 0 | 0 | 1 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:45 | 0 | 2 | 1 | 4 | 8 | 10 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 37 |
| 8:00 | 0 | 0 | 12 | 2 | 6 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:15 | 0 | 0 | 4 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 | 0 | 0 | 1 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 0 | 0 | 3 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 0 | 2 | 2 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 9:30 | 0 | 1 | 2 | 4 | 4 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:45 | 0 | 0 | 7 | 2 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 0 | 5 | 5 | 8 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:15 | 0 | 1 | 1 | 2 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 0 | 1 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 1 | 0 | 5 | 1 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 0 | 1 | 3 | 4 | 7 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:15 | 1 | 0 | 2 | 2 | 9 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:30 | 0 | 1 | 5 | 3 | 5 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:45 | 0 | 0 | 1 | 3 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 0 | 1 | 2 | 5 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:15 | 0 | 4 | 2 | 4 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 1 | 0 | 2 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 | 0 | 0 | 2 | 1 | 4 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:00 | 0 | 1 | 1 | 2 | 6 | 20 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 42 |
| 13:15 | 0 | 0 | 5 | 2 | 9 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 13:30 | 0 | 0 | 3 | 3 | 13 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 13:45 | 0 | 0 | 0 | 0 | 5 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 0 | 0 | 0 | 3 | 8 | 14 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:15 | 0 | 0 | 1 | 4 | 6 | 15 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:30 | 0 | 0 | 0 | 3 | 19 | 18 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 49 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 12 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 27 |
| 15:00 | 0 | 0 | 0 | 2 | 13 | 19 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 0 | 1 | 3 | 5 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 15:45 | 0 | 0 | 0 | 1 | 4 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 1 | 0 | 0 | 3 | 4 | 13 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 0 | 0 | 0 | 1 | 10 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:30 | 0 | 0 | 0 | 1 | 8 | 24 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 48 |
| 16:45 | 0 | 0 | 0 | 2 | 10 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 0 | 0 | 4 | 9 | 10 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 0 | 0 | 1 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 0 | 0 | 2 | 4 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:45 | 0 | 0 | 0 | 0 | 5 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 1 | 0 | 0 | 2 | 8 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 0 | 0 | 0 | 2 | 5 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 0 | 0 | 3 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:45 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 7 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 6 | 16 | 99 | 137 | 361 | 583 | 208 | 49 | 14 | 0 | 0 | 0 | 0 | 1,473 |
| % of Totals | 0% | 1% | 7% | 9% | 25% | 40% | 14% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 2 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 1 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 | 0 | 0 | 1 | 0 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:45 | 0 | 0 | 0 | 6 | 17 | 25 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 61 |
| 5:00 | 0 | 0 | 0 | 4 | 15 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 5:15 | 0 | 0 | 1 | 4 | 11 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:30 | 0 | 0 | 2 | 3 | 10 | 21 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 5:45 | 1 | 0 | 4 | 4 | 25 | 26 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 6:00 | 2 | 4 | 19 | 9 | 18 | 40 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 106 |
| 6:15 | 0 | 0 | 2 | 6 | 39 | 33 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 6:30 | 0 | 0 | 0 | 10 | 22 | 25 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 68 |
| 6:45 | 0 | 1 | 0 | 4 | 20 | 32 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 72 |
| 7:00 | 0 | 0 | 2 | 1 | 14 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:15 | 0 | 0 | 2 | 4 | 19 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 7:30 | 0 | 0 | 1 | 4 | 12 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 7:45 | 0 | 2 | 1 | 9 | 31 | 34 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 96 |
| 8:00 | 0 | 0 | 12 | 5 | 22 | 23 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 76 |
| 8:15 | 0 | 0 | 6 | 6 | 10 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:30 | 0 | 0 | 1 | 6 | 15 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:45 | 0 | 0 | 0 | 1 | 12 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 9:00 | 0 | 0 | 0 | 5 | 17 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:15 | 0 | 0 | 2 | 4 | 18 | 20 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 55 |
| 9:30 | 0 | 1 | 2 | 6 | 10 | 15 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 39 |
| 9:45 | 0 | 0 | 8 | 8 | 17 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 10:00 | 0 | 0 | 5 | 10 | 13 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 10:15 | 0 | 1 | 1 | 2 | 9 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:30 | 0 | 0 | 1 | 3 | 16 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 10:45 | 1 | 0 | 5 | 3 | 13 | 14 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 0 | 1 | 4 | 4 | 14 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 46 |
| 11:15 | 1 | 0 | 2 | 6 | 20 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:30 | 0 | 1 | 10 | 6 | 19 | 28 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 70 |
| 11:45 | 0 | 0 | 2 | 6 | 10 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 0 | 1 | 3 | 16 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:15 | 0 | 4 | 3 | 7 | 13 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 1 | 0 | 4 | 14 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:45 | 0 | 0 | 2 | 4 | 14 | 31 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 62 |
| 13:00 | 0 | 1 | 4 | 2 | 12 | 27 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 61 |
| 13:15 | 0 | 0 | 5 | 4 | 21 | 25 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 63 |
| 13:30 | 0 | 0 | 3 | 3 | 17 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 48 |
| 13:45 | 1 | 0 | 0 | 2 | 11 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 14:00 | 0 | 0 | 0 | 4 | 9 | 19 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 43 |
| 14:15 | 0 | 0 | 1 | 5 | 10 | 16 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 45 |
| 14:30 | 0 | 0 | 0 | 3 | 21 | 21 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 58 |
| 14:45 | 0 | 0 | 0 | 0 | 9 | 23 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 0 | 0 | 0 | 2 | 18 | 24 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 65 |
| 15:15 | 0 | 0 | 0 | 3 | 8 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:30 | 0 | 0 | 1 | 3 | 7 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:45 | 0 | 0 | 1 | 1 | 4 | 24 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 1 | 0 | 0 | 5 | 10 | 15 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 44 |
| 16:15 | 1 | 0 | 0 | 1 | 15 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 16:30 | 0 | 1 | 0 | 1 | 9 | 35 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:45 | 1 | 0 | 0 | 3 | 14 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 0 | 4 | 11 | 12 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 17:15 | 0 | 0 | 0 | 1 | 8 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 1 | 0 | 0 | 2 | 8 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 17:45 | 0 | 0 | 0 | 0 | 10 | 10 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:00 | 2 | 0 | 0 | 7 | 9 | 13 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 45 |
| 18:15 | 0 | 0 | 0 | 2 | 8 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:30 | 0 | 0 | 0 | 3 | 11 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:45 | 0 | 0 | 0 | 1 | 5 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:15 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 0 | 0 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 0 | 0 | 2 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:45 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 0 | 7 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 1 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 13 | 18 | 125 | 246 | 870 | 1,210 | 449 | 77 | 27 | 0 | 0 | 0 | 0 | 3,035 |
| % of Totals | 0% | 1% | 4% | 8% | 29% | 40% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Tuesday
**Date:** 3/12/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,562 | 1,473 | 0 | 0 | 3,035 |

DAILY TOTALS

### 15-Minutes Interval

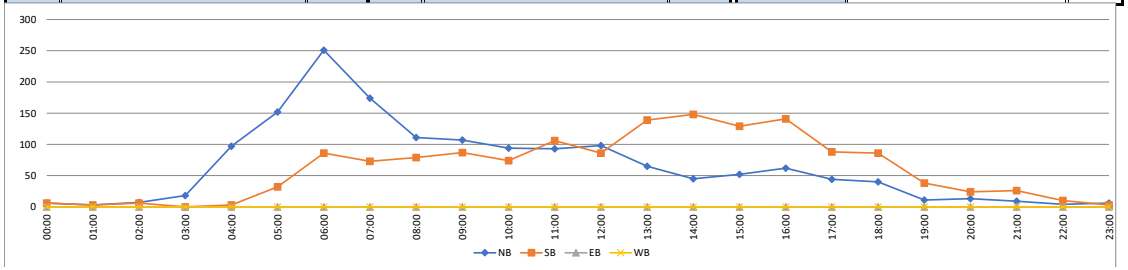
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 20 | 23 | | | 43 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 18 | 21 | | | 39 |
| 0:30 | 1 | 3 | | | 4 | 12:30 | 21 | 19 | | | 40 |
| 0:45 | 3 | 2 | | | 5 | 12:45 | 39 | 23 | | | 62 |
| 1:00 | 1 | 2 | | | 3 | 13:00 | 19 | 42 | | | 61 |
| 1:15 | 1 | 1 | | | 2 | 13:15 | 22 | 41 | | | 63 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 11 | 37 | | | 48 |
| 1:45 | 1 | 0 | | | 1 | 13:45 | 13 | 19 | | | 32 |
| 2:00 | 2 | 1 | | | 3 | 14:00 | 7 | 36 | | | 43 |
| 2:15 | 1 | 3 | | | 4 | 14:15 | 9 | 36 | | | 45 |
| 2:30 | 2 | 2 | | | 4 | 14:30 | 9 | 49 | | | 58 |
| 2:45 | 2 | 0 | | | 2 | 14:45 | 20 | 27 | | | 47 |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 13 | 52 | | | 65 |
| 3:15 | 4 | 0 | | | 4 | 15:15 | 18 | 17 | | | 35 |
| 3:30 | 6 | 0 | | | 6 | 15:30 | 12 | 28 | | | 40 |
| 3:45 | 6 | 0 | | | 6 | 15:45 | 9 | 32 | | | 41 |
| 4:00 | 7 | 1 | | | 8 | 16:00 | 12 | 32 | | | 44 |
| 4:15 | 11 | 0 | | | 11 | 16:15 | 21 | 32 | | | 53 |
| 4:30 | 19 | 1 | | | 20 | 16:30 | 16 | 48 | | | 64 |
| 4:45 | 60 | 1 | | | 61 | 16:45 | 13 | 29 | | | 42 |
| 5:00 | 28 | 7 | | | 35 | 17:00 | 5 | 32 | | | 37 |
| 5:15 | 31 | 6 | | | 37 | 17:15 | 10 | 15 | | | 25 |
| 5:30 | 42 | 4 | | | 46 | 17:30 | 14 | 23 | | | 37 |
| 5:45 | 51 | 15 | | | 66 | 17:45 | 15 | 18 | | | 33 |
| 6:00 | 55 | 51 | | | 106 | 18:00 | 16 | 29 | | | 45 |
| 6:15 | 77 | 14 | | | 91 | 18:15 | 11 | 21 | | | 32 |
| 6:30 | 52 | 16 | | | 68 | 18:30 | 7 | 23 | | | 30 |
| 6:45 | 67 | 5 | | | 72 | 18:45 | 6 | 13 | | | 19 |
| 7:00 | 41 | 10 | | | 51 | 19:00 | 3 | 14 | | | 17 |
| 7:15 | 40 | 13 | | | 53 | 19:15 | 4 | 9 | | | 13 |
| 7:30 | 34 | 13 | | | 47 | 19:30 | 2 | 9 | | | 11 |
| 7:45 | 59 | 37 | | | 96 | 19:45 | 2 | 6 | | | 8 |
| 8:00 | 42 | 34 | | | 76 | 20:00 | 0 | 4 | | | 4 |
| 8:15 | 23 | 18 | | | 41 | 20:15 | 4 | 5 | | | 9 |
| 8:30 | 24 | 14 | | | 38 | 20:30 | 4 | 10 | | | 14 |
| 8:45 | 22 | 13 | | | 35 | 20:45 | 5 | 5 | | | 10 |
| 9:00 | 31 | 15 | | | 46 | 21:00 | 1 | 19 | | | 20 |
| 9:15 | 36 | 19 | | | 55 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 17 | 22 | | | 39 | 21:30 | 6 | 3 | | | 9 |
| 9:45 | 23 | 31 | | | 54 | 21:45 | 2 | 2 | | | 4 |
| 10:00 | 26 | 28 | | | 54 | 22:00 | 1 | 5 | | | 6 |
| 10:15 | 20 | 15 | | | 35 | 22:15 | 2 | 2 | | | 4 |
| 10:30 | 26 | 11 | | | 37 | 22:30 | 0 | 2 | | | 2 |
| 10:45 | 22 | 20 | | | 42 | 22:45 | 1 | 1 | | | 2 |
| 11:00 | 18 | 28 | | | 46 | 23:00 | 2 | 1 | | | 3 |
| 11:15 | 20 | 26 | | | 46 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 34 | 36 | | | 70 | 23:30 | 1 | 1 | | | 2 |
| 11:45 | 21 | 16 | | | 37 | 23:45 | 1 | 1 | | | 2 |
| TOTALS | 1113 | 555 | 0 | 0 | 1668 | TOTALS | 449 | 918 | 0 | 0 | 1367 |
| SPLIT % | 67% | 33% | 0% | 0% | 55% | SPLIT % | 33% | 67% | 0% | 0% | 45% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 6 | 6 | | | 12 |
| 01:00 | 02:00 | 3 | 3 | | | 6 |
| 02:00 | 03:00 | 7 | 6 | | | 13 |
| 03:00 | 04:00 | 18 | 0 | | | 18 |
| 04:00 | 05:00 | 97 | 3 | | | 100 |
| 05:00 | 06:00 | 152 | 32 | | | 184 |
| 06:00 | 07:00 | 251 | 86 | | | 337 |
| 07:00 | 08:00 | 174 | 73 | | | 247 |
| 08:00 | 09:00 | 111 | 79 | | | 190 |
| 09:00 | 10:00 | 107 | 87 | | | 194 |
| 10:00 | 11:00 | 94 | 74 | | | 168 |
| 11:00 | 12:00 | 93 | 106 | | | 199 |
| 12:00 | 13:00 | 98 | 86 | | | 184 |
| 13:00 | 14:00 | 65 | 139 | | | 204 |
| 14:00 | 15:00 | 45 | 148 | | | 193 |
| 15:00 | 16:00 | 52 | 129 | | | 181 |
| 16:00 | 17:00 | 62 | 141 | | | 203 |
| 17:00 | 18:00 | 44 | 88 | | | 132 |
| 18:00 | 19:00 | 40 | 86 | | | 126 |
| 19:00 | 20:00 | 11 | 38 | | | 49 |
| 20:00 | 21:00 | 13 | 24 | | | 37 |
| 21:00 | 22:00 | 9 | 26 | | | 35 |
| 22:00 | 23:00 | 4 | 10 | | | 14 |
| 23:00 | 00:00 | 6 | 3 | | | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 1113 | 555 | | | 1668 |
| Peak Hour | 6:00 | 10:45 | | | 6:00 |
| Peak Volume | 251 | 110 | | | 337 |
| Peak Hour Factor | 0.815 | 0.764 | | | 0.795 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 449 | 918 | | | 1367 |
| Peak Hour | 12:30 | 14:15 | | | 12:45 |
| Peak Volume | 101 | 164 | | | 234 |
| Peak Hour Factor | 0.647 | 0.788 | | | 0.929 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 285 | 152 | | | 437 |
| Peak Hour | 7:15 | 7:45 | | | 7:15 |
| Peak Volume | 175 | 103 | | | 272 |
| Peak Hour Factor | 0.742 | 0.696 | | | 0.708 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 106 | 229 | | | 335 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 62 | 141 | | | 203 |
| Peak Hour Factor | 0.738 | 0.734 | | | 0.793 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 1 | 1 | 2 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 | 0 | 0 | 3 | 7 | 32 | 32 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 88 |
| 5:00 | 2 | 1 | 8 | 17 | 47 | 68 | 26 | 2 | 2 | 0 | 0 | 0 | 0 | 173 |
| 6:00 | 0 | 0 | 0 | 5 | 45 | 85 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 176 |
| 7:00 | 0 | 0 | 3 | 17 | 46 | 73 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 168 |
| 8:00 | 0 | 1 | 4 | 14 | 41 | 41 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 117 |
| 9:00 | 0 | 1 | 2 | 10 | 39 | 32 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 97 |
| 10:00 | 0 | 0 | 2 | 5 | 41 | 37 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 94 |
| 11:00 | 0 | 0 | 6 | 14 | 30 | 25 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 85 |
| 12:00 | 0 | 0 | 3 | 14 | 45 | 31 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 105 |
| 13:00 | 0 | 0 | 0 | 9 | 29 | 24 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 0 | 0 | 1 | 2 | 12 | 28 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 15:00 | 0 | 1 | 0 | 0 | 19 | 33 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 60 |
| 16:00 | 0 | 1 | 0 | 2 | 13 | 30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 17:00 | 0 | 0 | 0 | 1 | 14 | 28 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 59 |
| 18:00 | 0 | 0 | 1 | 1 | 11 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 19:00 | 0 | 0 | 0 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 2 | 3 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 2 | 5 | 36 | 125 | 480 | 607 | 209 | 32 | 6 | 3 | 0 | 0 | 0 | 1,505 |
| % of Totals | 0% | 0% | 2% | 8% | 32% | 40% | 14% | 2% | 0% | 0% | | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 1 | 2 | 3 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 0 | 4 | 18 | 18 | 14 | 29 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 91 |
| 7:00 | 1 | 1 | 6 | 16 | 16 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 55 |
| 8:00 | 0 | 3 | 13 | 11 | 13 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 9:00 | 0 | 4 | 12 | 7 | 19 | 24 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:00 | 1 | 2 | 4 | 7 | 16 | 32 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 71 |
| 11:00 | 0 | 3 | 17 | 10 | 17 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 90 |
| 12:00 | 0 | 2 | 7 | 11 | 25 | 40 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 95 |
| 13:00 | 0 | 1 | 7 | 13 | 32 | 49 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 117 |
| 14:00 | 0 | 0 | 1 | 5 | 38 | 66 | 28 | 9 | 1 | 2 | 0 | 0 | 0 | 150 |
| 15:00 | 1 | 0 | 1 | 4 | 52 | 71 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 155 |
| 16:00 | 0 | 0 | 1 | 10 | 34 | 45 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 116 |
| 17:00 | 0 | 0 | 1 | 3 | 19 | 41 | 11 | 4 | 3 | 1 | 0 | 0 | 0 | 83 |
| 18:00 | 1 | 0 | 1 | 9 | 19 | 22 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 70 |
| 19:00 | 0 | 0 | 0 | 2 | 12 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 0 | 0 | 4 | 12 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:00 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 0 | 4 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 4 | 21 | 93 | 138 | 372 | 542 | 165 | 41 | 8 | 4 | 0 | 0 | 0 | 1,388 |
| % of Totals | 0% | 2% | 7% | 10% | 27% | 39% | 12% | 3% | 1% | 0% | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 0 | 0 | 1 | 1 | 3 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 4:00 | 0 | 0 | 4 | 10 | 33 | 35 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 96 |
| 5:00 | 2 | 2 | 10 | 20 | 63 | 72 | 27 | 2 | 2 | 0 | 0 | 0 | 0 | 200 |
| 6:00 | 0 | 4 | 18 | 23 | 59 | 114 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 267 |
| 7:00 | 1 | 1 | 9 | 33 | 62 | 84 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 223 |
| 8:00 | 0 | 4 | 17 | 25 | 54 | 57 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 176 |
| 9:00 | 0 | 5 | 14 | 17 | 58 | 56 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 171 |
| 10:00 | 1 | 2 | 6 | 12 | 57 | 69 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 165 |
| 11:00 | 0 | 3 | 23 | 24 | 47 | 57 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 175 |
| 12:00 | 0 | 2 | 10 | 25 | 70 | 71 | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 200 |
| 13:00 | 0 | 1 | 7 | 22 | 61 | 73 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 188 |
| 14:00 | 0 | 0 | 2 | 7 | 50 | 94 | 37 | 11 | 2 | 2 | 0 | 0 | 0 | 205 |
| 15:00 | 1 | 1 | 1 | 4 | 71 | 104 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 215 |
| 16:00 | 0 | 1 | 1 | 12 | 47 | 75 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 169 |
| 17:00 | 0 | 0 | 1 | 4 | 33 | 69 | 25 | 5 | 3 | 2 | 0 | 0 | 0 | 142 |
| 18:00 | 1 | 0 | 2 | 10 | 30 | 36 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 103 |
| 19:00 | 0 | 0 | 0 | 2 | 18 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:00 | 0 | 0 | 0 | 5 | 14 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 21:00 | 0 | 0 | 2 | 4 | 7 | 9 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 31 |
| 22:00 | 0 | 0 | 0 | 1 | 5 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:00 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 6 | 26 | 129 | 263 | 852 | 1,149 | 374 | 73 | 14 | 7 | 0 | 0 | 0 | 2,893 |
| % of Totals | 0% | 1% | 4% | 9% | 29% | 40% | 13% | 3% | 0% | 0% | | | | 100% |

### STATISTICS

NORTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 2 | 3 | 29 | 91 | 326 | 401 | 147 | 20 | 4 | 2 | 0 | 0 | 0 | 1025 |
| | % | 0% | 0% | 2% | 6% | 22% | 27% | 10% | 1% | 0% | 0% | 0% | 0% | 0% | 68% |
| | Peak Hour | 5:00 | 4:30 | 4:45 | 7:30 | 5:30 | 5:45 | 5:45 | 7:00 | 4:15 | 7:30 | 0:00 | 0:00 | 0:00 | 5:30 |
| | Peak Volume | 2 | 1 | 8 | 26 | 52 | 96 | 42 | 7 | 3 | 1 | 0 | 0 | 0 | 203 |
| 12:00 - 24:00 | | 0 | 2 | 7 | 34 | 154 | 206 | 62 | 12 | 2 | 1 | 0 | 0 | 0 | 480 |
| | % | 0% | 0% | 0% | 2% | 10% | 14% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 32% |
| | Peak Hour | 12:00 | 14:15 | 12:00 | 12:00 | 12:00 | 14:45 | 17:30 | 12:00 | 12:00 | 17:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| | Peak Volume | 0 | 1 | 3 | 14 | 45 | 40 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 105 |
| 07:00 - 09:00 | | 0 | 1 | 7 | 31 | 87 | 114 | 36 | 8 | 0 | 1 | 0 | 0 | 0 | 285 |
| | % | 0% | 0% | 0% | 2% | 6% | 8% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 19% |
| | Peak Hour | 7:00 | 7:30 | 7:15 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 |
| | Peak Volume | 0 | 1 | 6 | 26 | 46 | 73 | 22 | 7 | 0 | 1 | 0 | 0 | 0 | 168 |
| 16:00 - 18:00 | | 0 | 1 | 0 | 3 | 27 | 58 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 112 |
| | % | 0% | 0% | 0% | 0% | 2% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:30 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| | Peak Volume | 0 | 1 | 0 | 3 | 14 | 32 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 59 |

SOUTHBOUND

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 2 | 18 | 74 | 75 | 118 | 156 | 34 | 9 | 1 | 0 | 0 | 0 | 0 | 487 |
| | % | 0% | 1% | 5% | 5% | 8% | 10% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 32% |
| | Peak Hour | 6:45 | 5:30 | 5:30 | 7:30 | 11:30 | 9:45 | 10:30 | 6:30 | 9:15 | 0:00 | 0:00 | 0:00 | 0:00 | 5:45 |
| | Peak Volume | 1 | 5 | 19 | 22 | 22 | 36 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 91 |
| 12:00 - 24:00 | | 2 | 3 | 19 | 63 | 254 | 386 | 131 | 32 | 7 | 4 | 0 | 0 | 0 | 901 |
| | % | 0% | 0% | 1% | 4% | 17% | 26% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 60% |
| | Peak Hour | 14:45 | 12:00 | 12:15 | 12:15 | 15:00 | 14:15 | 14:15 | 13:30 | 17:00 | 14:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| | Peak Volume | 1 | 2 | 12 | 15 | 52 | 87 | 35 | 11 | 3 | 2 | 0 | 0 | 0 | 178 |
| 07:00 - 09:00 | | 1 | 4 | 19 | 27 | 29 | 27 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 114 |
| | % | 0% | 0% | 1% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| | Peak Hour | 7:00 | 7:45 | 7:45 | 7:30 | 7:15 | 7:30 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| | Peak Volume | 1 | 4 | 16 | 22 | 19 | 18 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:00 - 18:00 | | 0 | 0 | 2 | 13 | 53 | 86 | 33 | 8 | 3 | 1 | 0 | 0 | 0 | 199 |
| | % | 0% | 0% | 0% | 1% | 4% | 6% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 13% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:15 | 16:15 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:15 |
| | Peak Volume | 0 | 0 | 1 | 11 | 34 | 49 | 23 | 6 | 3 | 1 | 0 | 0 | 0 | 118 |

TOTALS

| Period | | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | | 4 | 21 | 103 | 166 | 444 | 557 | 181 | 29 | 5 | 2 | 0 | 0 | 0 | 1512 |
| | % | 0% | 1% | 7% | 11% | 30% | 37% | 12% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Peak Hour | 5:00 | 9:15 | 5:15 | 7:30 | 5:30 | 5:45 | 5:45 | 7:00 | 4:15 | 7:30 | 0:00 | 0:00 | 0:00 | 5:45 |
| | Peak Volume | 2 | 6 | 24 | 48 | 68 | 123 | 49 | 9 | 3 | 1 | 0 | 0 | 0 | 291 |
| 12:00 - 24:00 | | 2 | 5 | 26 | 97 | 408 | 592 | 193 | 44 | 9 | 5 | 0 | 0 | 0 | 1381 |
| | % | 0% | 0% | 2% | 6% | 27% | 39% | 13% | 3% | 1% | 0% | 0% | 0% | 0% | 92% |
| | Peak Hour | 14:45 | 12:00 | 12:15 | 12:45 | 12:15 | 14:15 | 14:15 | 13:30 | 13:30 | 14:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| | Peak Volume | 1 | 2 | 14 | 28 | 73 | 121 | 43 | 14 | 3 | 2 | 0 | 0 | 0 | 237 |
| 07:00 - 09:00 | | 1 | 5 | 26 | 58 | 116 | 141 | 40 | 11 | 0 | 1 | 0 | 0 | 0 | 399 |
| | % | 0% | 0% | 2% | 4% | 8% | 9% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 27% |
| | Peak Hour | 7:00 | 7:45 | 7:30 | 7:30 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 | 7:00 | 7:00 | 7:00 | 7:15 |
| | Peak Volume | 1 | 5 | 21 | 48 | 64 | 84 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 235 |
| 16:00 - 18:00 | | 0 | 1 | 2 | 16 | 80 | 144 | 53 | 10 | 3 | 2 | 0 | 0 | 0 | 311 |
| | % | 0% | 0% | 0% | 1% | 5% | 10% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 21% |
| | Peak Hour | 16:00 | 16:00 | 16:00 | 16:15 | 16:00 | 16:15 | 16:15 | 16:15 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | Peak Volume | 0 | 1 | 1 | 14 | 47 | 80 | 29 | 7 | 3 | 2 | 0 | 0 | 0 | 169 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 31 | 36 | 36 | 41 | 44 | 1505 |
| SOUTHBOUND | 28 | 36 | 35 | 40 | 45 | 1388 |
| TOTALS | 30 | 36 | 35 | 40 | 44 | 2893 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 | 0 | 0 | 2 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:30 | 0 | 0 | 0 | 2 | 8 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 4:45 | 0 | 0 | 1 | 4 | 15 | 16 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 47 |
| 5:00 | 0 | 0 | 1 | 1 | 13 | 14 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 40 |
| 5:15 | 1 | 1 | 5 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:30 | 0 | 0 | 1 | 8 | 14 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 5:45 | 1 | 0 | 1 | 5 | 14 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 6:00 | 0 | 0 | 0 | 0 | 13 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 6:15 | 0 | 0 | 0 | 3 | 11 | 23 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 6:30 | 0 | 0 | 0 | 0 | 11 | 20 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 6:45 | 0 | 0 | 0 | 2 | 10 | 21 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:00 | 0 | 0 | 0 | 2 | 13 | 17 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:15 | 0 | 0 | 0 | 0 | 10 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:30 | 0 | 0 | 1 | 5 | 8 | 16 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:45 | 0 | 0 | 2 | 10 | 15 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 49 |
| 8:00 | 0 | 0 | 3 | 10 | 12 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 8:15 | 0 | 1 | 0 | 1 | 6 | 11 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 0 | 0 | 2 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:45 | 0 | 0 | 1 | 1 | 16 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 9:00 | 0 | 0 | 0 | 1 | 3 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 | 0 | 0 | 1 | 1 | 12 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 9:30 | 0 | 0 | 1 | 6 | 10 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 9:45 | 0 | 1 | 0 | 2 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 0 | 1 | 2 | 4 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:15 | 0 | 0 | 0 | 2 | 13 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:30 | 0 | 0 | 1 | 0 | 12 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:45 | 0 | 0 | 0 | 1 | 12 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 0 | 2 | 5 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:15 | 0 | 0 | 0 | 2 | 7 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:30 | 0 | 0 | 3 | 3 | 5 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 | 0 | 0 | 1 | 4 | 6 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 0 | 1 | 6 | 10 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:15 | 0 | 0 | 1 | 1 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 0 | 0 | 0 | 11 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 12:45 | 0 | 0 | 1 | 7 | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:00 | 0 | 0 | 0 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 0 | 0 | 4 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 3 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 0 | 0 | 2 | 10 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:00 | 0 | 0 | 0 | 0 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:15 | 0 | 0 | 0 | 1 | 1 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:00 | 0 | 1 | 0 | 0 | 4 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:15 | 0 | 0 | 0 | 0 | 5 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:30 | 0 | 0 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:45 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 1 | 0 | 1 | 4 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 0 | 0 | 0 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 0 | 0 | 0 | 7 | 10 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 25 |
| 18:00 | 0 | 0 | 1 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 2 | 5 | 36 | 125 | 480 | 607 | 209 | 32 | 6 | 3 | 0 | 0 | 0 | 1,505 |
| % of Totals | 0% | 0% | 2% | 8% | 32% | 40% | 14% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 1 | 1 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 3 | 15 | 7 | 4 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 6:15 | 0 | 1 | 2 | 6 | 2 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:30 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:45 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 | 0 | 0 | 0 | 4 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 | 1 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 | 0 | 1 | 5 | 7 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 | 0 | 1 | 8 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:15 | 0 | 0 | 2 | 7 | 2 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:30 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:15 | 0 | 1 | 2 | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:30 | 0 | 0 | 7 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 3 | 3 | 3 | 6 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 1 | 1 | 4 | 4 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 10:15 | 0 | 0 | 2 | 1 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 1 | 1 | 0 | 1 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 0 | 1 | 1 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 1 | 1 | 4 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:15 | 0 | 0 | 9 | 2 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 | 0 | 2 | 0 | 3 | 5 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:45 | 0 | 0 | 7 | 1 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 0 | 2 | 4 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:15 | 0 | 2 | 1 | 3 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 0 | 0 | 2 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 4 | 2 | 7 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 13:00 | 0 | 0 | 7 | 8 | 14 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:15 | 0 | 1 | 0 | 3 | 9 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:30 | 0 | 0 | 0 | 1 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 0 | 0 | 1 | 1 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 0 | 1 | 3 | 13 | 15 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:15 | 0 | 0 | 0 | 1 | 8 | 15 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 38 |
| 14:30 | 0 | 0 | 0 | 0 | 12 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:45 | 0 | 0 | 0 | 1 | 5 | 13 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 0 | 0 | 1 | 18 | 36 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 68 |
| 15:15 | 0 | 0 | 0 | 1 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:30 | 1 | 0 | 1 | 2 | 9 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:45 | 0 | 0 | 0 | 0 | 12 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 34 |
| 16:00 | 0 | 0 | 1 | 1 | 11 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:15 | 0 | 0 | 0 | 3 | 10 | 12 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:30 | 0 | 0 | 0 | 2 | 4 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 0 | 0 | 4 | 9 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 0 | 0 | 1 | 2 | 5 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:15 | 0 | 0 | 0 | 0 | 7 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 0 | 0 | 0 | 0 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 0 | 0 | 1 | 4 | 9 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 5 | 7 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:15 | 0 | 0 | 0 | 3 | 5 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 0 | 1 | 0 | 5 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:45 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 3 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:15 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 21 | 93 | 138 | 372 | 542 | 165 | 41 | 8 | 4 | 0 | 0 | 0 | 1,388 |
| % of Totals | 0% | 2% | 7% | 10% | 27% | 39% | 12% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:15 | 0 | 0 | 3 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 | 0 | 0 | 0 | 4 | 8 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 4:45 | 0 | 0 | 1 | 4 | 16 | 18 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 50 |
| 5:00 | 0 | 0 | 1 | 1 | 15 | 15 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 43 |
| 5:15 | 1 | 1 | 5 | 4 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 5:30 | 0 | 0 | 2 | 8 | 19 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 5:45 | 1 | 1 | 2 | 7 | 19 | 33 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 75 |
| 6:00 | 0 | 3 | 15 | 7 | 17 | 36 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 6:15 | 0 | 1 | 2 | 9 | 13 | 32 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 73 |
| 6:30 | 0 | 0 | 0 | 2 | 15 | 22 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 53 |
| 6:45 | 0 | 0 | 1 | 5 | 14 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7:00 | 0 | 0 | 1 | 3 | 16 | 19 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 46 |
| 7:15 | 0 | 0 | 0 | 4 | 13 | 26 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 7:30 | 1 | 0 | 1 | 9 | 9 | 20 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 50 |
| 7:45 | 0 | 1 | 7 | 17 | 24 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 75 |
| 8:00 | 0 | 1 | 11 | 14 | 18 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 8:15 | 0 | 1 | 2 | 8 | 8 | 19 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 45 |
| 8:30 | 0 | 2 | 1 | 2 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:45 | 0 | 0 | 3 | 1 | 19 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 9:00 | 0 | 0 | 0 | 1 | 8 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 9:15 | 0 | 1 | 3 | 3 | 18 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 39 |
| 9:30 | 0 | 0 | 8 | 8 | 12 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 9:45 | 0 | 4 | 3 | 5 | 20 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:00 | 0 | 1 | 2 | 6 | 8 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 44 |
| 10:15 | 0 | 0 | 2 | 3 | 19 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:30 | 1 | 1 | 1 | 1 | 14 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:45 | 0 | 0 | 1 | 2 | 16 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:00 | 0 | 1 | 3 | 9 | 18 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:15 | 0 | 0 | 9 | 4 | 9 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 11:30 | 0 | 2 | 3 | 6 | 10 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:45 | 0 | 0 | 8 | 5 | 10 | 12 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 39 |
| 12:00 | 0 | 0 | 3 | 10 | 18 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:15 | 0 | 2 | 2 | 4 | 15 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 0 | 0 | 2 | 16 | 17 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 40 |
| 12:45 | 0 | 0 | 5 | 9 | 21 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 0 | 7 | 8 | 21 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:15 | 0 | 1 | 0 | 7 | 14 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 13:30 | 0 | 0 | 0 | 4 | 15 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:45 | 0 | 0 | 0 | 3 | 11 | 21 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 0 | 0 | 1 | 3 | 18 | 21 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:15 | 0 | 0 | 0 | 2 | 9 | 22 | 13 | 5 | 2 | 1 | 0 | 0 | 0 | 54 |
| 14:30 | 0 | 0 | 1 | 1 | 14 | 26 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 14:45 | 0 | 0 | 0 | 1 | 9 | 25 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 49 |
| 15:00 | 0 | 1 | 0 | 1 | 22 | 48 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:15 | 0 | 0 | 0 | 1 | 18 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 46 |
| 15:30 | 1 | 0 | 1 | 2 | 15 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:45 | 0 | 0 | 0 | 0 | 16 | 20 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 0 | 1 | 1 | 16 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:15 | 0 | 0 | 0 | 4 | 13 | 17 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:30 | 0 | 1 | 0 | 3 | 8 | 20 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:45 | 0 | 0 | 0 | 4 | 10 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 0 | 1 | 3 | 6 | 22 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:15 | 0 | 0 | 0 | 0 | 10 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 0 | 0 | 0 | 6 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 0 | 0 | 0 | 1 | 11 | 19 | 8 | 2 | 2 | 2 | 0 | 0 | 0 | 45 |
| 18:00 | 0 | 0 | 1 | 5 | 9 | 16 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 18:15 | 0 | 0 | 0 | 3 | 9 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 0 | 0 | 1 | 0 | 8 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:45 | 1 | 0 | 0 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:00 | 0 | 0 | 0 | 0 | 7 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:30 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:00 | 0 | 0 | 0 | 3 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:15 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 1 | 1 | 6 | 3 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 19 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:45 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 6 | 26 | 129 | 263 | 852 | 1,149 | 374 | 73 | 14 | 7 | 0 | 0 | 0 | 2,893 |
| % of Totals | 0% | 1% | 4% | 9% | 29% | 40% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Wednesday
**Date:** 3/13/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,505 | 1,388 | 0 | 0 | 2,893 |

DAILY TOTALS

### 15-Minutes Interval

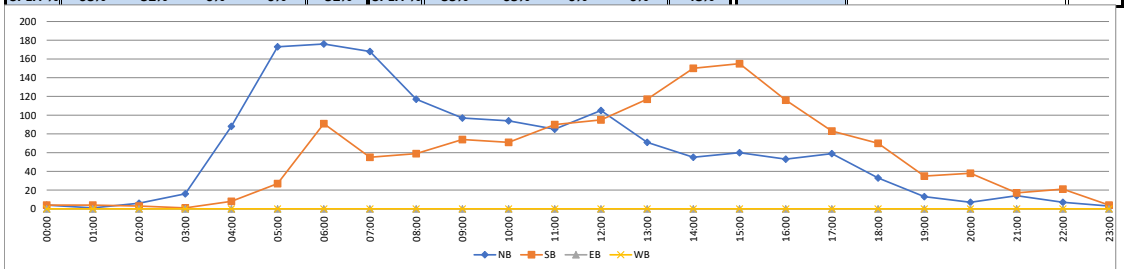
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 29 | 23 | | | 52 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 18 | 21 | | | 39 |
| 0:30 | 1 | 2 | | | 3 | 12:30 | 25 | 15 | | | 40 |
| 0:45 | 1 | 1 | | | 2 | 12:45 | 33 | 36 | | | 69 |
| 1:00 | 0 | 2 | | | 2 | 13:00 | 12 | 51 | | | 63 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 14 | 27 | | | 41 |
| 1:30 | 0 | 1 | | | 1 | 13:30 | 21 | 17 | | | 38 |
| 1:45 | 1 | 0 | | | 1 | 13:45 | 24 | 22 | | | 46 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 14 | 40 | | | 54 |
| 2:15 | 2 | 1 | | | 3 | 14:15 | 16 | 38 | | | 54 |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 9 | 39 | | | 48 |
| 2:45 | 1 | 2 | | | 3 | 14:45 | 16 | 33 | | | 49 |
| 3:00 | 1 | 1 | | | 2 | 15:00 | 18 | 68 | | | 86 |
| 3:15 | 4 | 0 | | | 4 | 15:15 | 17 | 29 | | | 46 |
| 3:30 | 4 | 0 | | | 4 | 15:30 | 14 | 24 | | | 38 |
| 3:45 | 7 | 0 | | | 7 | 15:45 | 11 | 34 | | | 45 |
| 4:00 | 8 | 1 | | | 9 | 16:00 | 12 | 27 | | | 39 |
| 4:15 | 10 | 2 | | | 12 | 16:15 | 11 | 33 | | | 44 |
| 4:30 | 23 | 2 | | | 25 | 16:30 | 17 | 28 | | | 45 |
| 4:45 | 47 | 3 | | | 50 | 16:45 | 13 | 28 | | | 41 |
| 5:00 | 40 | 3 | | | 43 | 17:00 | 10 | 29 | | | 39 |
| 5:15 | 24 | 6 | | | 30 | 17:15 | 9 | 19 | | | 28 |
| 5:30 | 45 | 7 | | | 52 | 17:30 | 15 | 15 | | | 30 |
| 5:45 | 64 | 11 | | | 75 | 17:45 | 25 | 20 | | | 45 |
| 6:00 | 43 | 47 | | | 90 | 18:00 | 10 | 33 | | | 43 |
| 6:15 | 51 | 22 | | | 73 | 18:15 | 11 | 13 | | | 24 |
| 6:30 | 42 | 11 | | | 53 | 18:30 | 7 | 17 | | | 24 |
| 6:45 | 40 | 11 | | | 51 | 18:45 | 5 | 7 | | | 12 |
| 7:00 | 39 | 7 | | | 46 | 19:00 | 4 | 14 | | | 18 |
| 7:15 | 40 | 12 | | | 52 | 19:15 | 5 | 8 | | | 13 |
| 7:30 | 40 | 10 | | | 50 | 19:30 | 2 | 8 | | | 10 |
| 7:45 | 49 | 26 | | | 75 | 19:45 | 2 | 5 | | | 7 |
| 8:00 | 36 | 22 | | | 58 | 20:00 | 0 | 18 | | | 18 |
| 8:15 | 24 | 21 | | | 45 | 20:15 | 2 | 7 | | | 9 |
| 8:30 | 21 | 7 | | | 28 | 20:30 | 2 | 6 | | | 8 |
| 8:45 | 36 | 9 | | | 45 | 20:45 | 3 | 7 | | | 10 |
| 9:00 | 17 | 13 | | | 30 | 21:00 | 7 | 12 | | | 19 |
| 9:15 | 25 | 14 | | | 39 | 21:15 | 3 | 2 | | | 5 |
| 9:30 | 31 | 16 | | | 47 | 21:30 | 1 | 3 | | | 4 |
| 9:45 | 24 | 31 | | | 55 | 21:45 | 3 | 0 | | | 3 |
| 10:00 | 20 | 24 | | | 44 | 22:00 | 1 | 13 | | | 14 |
| 10:15 | 23 | 18 | | | 41 | 22:15 | 2 | 0 | | | 2 |
| 10:30 | 27 | 13 | | | 40 | 22:30 | 2 | 4 | | | 6 |
| 10:45 | 24 | 16 | | | 40 | 22:45 | 2 | 4 | | | 6 |
| 11:00 | 23 | 22 | | | 45 | 23:00 | 1 | 1 | | | 2 |
| 11:15 | 20 | 23 | | | 43 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 23 | 25 | | | 48 | 23:30 | 0 | 1 | | | 1 |
| 11:45 | 19 | 20 | | | 39 | 23:45 | 1 | 1 | | | 2 |
| TOTALS | 1025 | 487 | 0 | 0 | 1512 | TOTALS | 480 | 901 | 0 | 0 | 1381 |
| SPLIT % | 68% | 32% | 0% | 0% | 52% | SPLIT % | 35% | 65% | 0% | 0% | 48% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 4 | | | 8 |
| 01:00 | 02:00 | 1 | 4 | | | 5 |
| 02:00 | 03:00 | 6 | 3 | | | 9 |
| 03:00 | 04:00 | 16 | 1 | | | 17 |
| 04:00 | 05:00 | 88 | 8 | | | 96 |
| 05:00 | 06:00 | 173 | 27 | | | 200 |
| 06:00 | 07:00 | 176 | 91 | | | 267 |
| 07:00 | 08:00 | 168 | 55 | | | 223 |
| 08:00 | 09:00 | 117 | 59 | | | 176 |
| 09:00 | 10:00 | 97 | 74 | | | 171 |
| 10:00 | 11:00 | 94 | 71 | | | 165 |
| 11:00 | 12:00 | 85 | 90 | | | 175 |
| 12:00 | 13:00 | 105 | 95 | | | 200 |
| 13:00 | 14:00 | 71 | 117 | | | 188 |
| 14:00 | 15:00 | 55 | 150 | | | 205 |
| 15:00 | 16:00 | 60 | 155 | | | 215 |
| 16:00 | 17:00 | 53 | 116 | | | 169 |
| 17:00 | 18:00 | 59 | 83 | | | 142 |
| 18:00 | 19:00 | 33 | 70 | | | 103 |
| 19:00 | 20:00 | 13 | 35 | | | 48 |
| 20:00 | 21:00 | 7 | 38 | | | 45 |
| 21:00 | 22:00 | 14 | 17 | | | 31 |
| 22:00 | 23:00 | 7 | 21 | | | 28 |
| 23:00 | 00:00 | 3 | 4 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 1025 | 487 | | | 1512 |
| Peak Hour | 5:30 | 5:45 | | | 5:45 |
| Peak Volume | 203 | 91 | | | 291 |
| Peak Hour Factor | 0.793 | 0.484 | | | 0.808 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 480 | 901 | | | 1381 |
| Peak Hour | 12:00 | 14:15 | | | 14:15 |
| Peak Volume | 105 | 178 | | | 237 |
| Peak Hour Factor | 0.795 | 0.654 | | | 0.689 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 285 | 114 | | | 399 |
| Peak Hour | 7:00 | 7:30 | | | 7:15 |
| Peak Volume | 168 | 79 | | | 235 |
| Peak Hour Factor | 0.857 | 0.760 | | | 0.783 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 112 | 199 | | | 311 |
| Peak Hour | 17:00 | 16:15 | | | 16:00 |
| Peak Volume | 59 | 118 | | | 169 |
| Peak Hour Factor | 0.590 | 0.894 | | | 0.939 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN — NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 1 | 4 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:00 | 0 | 0 | 3 | 6 | 23 | 30 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 72 |
| 5:00 | 1 | 1 | 5 | 14 | 47 | 71 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 160 |
| 6:00 | 0 | 1 | 0 | 11 | 81 | 113 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 236 |
| 7:00 | 0 | 1 | 0 | 9 | 42 | 82 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 167 |
| 8:00 | 0 | 2 | 3 | 12 | 41 | 43 | 13 | 3 | 3 | 0 | 0 | 0 | 0 | 120 |
| 9:00 | 0 | 0 | 1 | 10 | 34 | 45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 104 |
| 10:00 | 0 | 1 | 3 | 7 | 23 | 32 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 77 |
| 11:00 | 0 | 0 | 3 | 17 | 38 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:00 | 1 | 0 | 4 | 8 | 25 | 31 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:00 | 1 | 0 | 0 | 8 | 20 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 1 | 0 | 2 | 2 | 13 | 26 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 50 |
| 15:00 | 1 | 0 | 1 | 3 | 12 | 20 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 0 | 1 | 0 | 0 | 17 | 36 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 68 |
| 17:00 | 3 | 2 | 0 | 0 | 7 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:00 | 0 | 0 | 0 | 2 | 8 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 8 | 10 | 26 | 111 | 454 | 633 | 185 | 29 | 8 | 0 | 0 | 0 | 0 | 1,464 |
| % of Totals | 1% | 1% | 2% | 8% | 31% | 43% | 13% | 2% | 1% | | | | | 100% |

### HOURLY BREAKDOWN — SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 2 | 2 | 4 | 10 | 13 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 38 |
| 6:00 | 0 | 7 | 12 | 15 | 11 | 17 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 72 |
| 7:00 | 0 | 1 | 6 | 4 | 10 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 8:00 | 0 | 7 | 9 | 14 | 14 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 9:00 | 0 | 4 | 8 | 15 | 12 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 1 | 7 | 5 | 8 | 20 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 11:00 | 0 | 11 | 9 | 12 | 35 | 38 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 115 |
| 12:00 | 0 | 4 | 8 | 5 | 27 | 26 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 80 |
| 13:00 | 1 | 4 | 3 | 8 | 25 | 47 | 19 | 8 | 0 | 1 | 0 | 0 | 0 | 116 |
| 14:00 | 0 | 0 | 0 | 8 | 38 | 62 | 24 | 6 | 0 | 1 | 0 | 0 | 0 | 139 |
| 15:00 | 0 | 0 | 0 | 5 | 37 | 62 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 128 |
| 16:00 | 1 | 0 | 0 | 7 | 29 | 55 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 119 |
| 17:00 | 0 | 0 | 2 | 6 | 24 | 38 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 85 |
| 18:00 | 0 | 0 | 1 | 8 | 23 | 28 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 72 |
| 19:00 | 0 | 0 | 2 | 2 | 12 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 0 | 0 | 1 | 6 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 0 | 0 | 2 | 5 | 9 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 3 | 47 | 69 | 126 | 351 | 512 | 171 | 36 | 4 | 7 | 0 | 0 | 0 | 1,326 |
| % of Totals | 0% | 4% | 5% | 10% | 26% | 39% | 13% | 3% | 0% | 1% | | | | 100% |

### HOURLY BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 1 | 6 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 4:00 | 0 | 0 | 4 | 7 | 25 | 32 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 79 |
| 5:00 | 1 | 3 | 7 | 18 | 57 | 84 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 198 |
| 6:00 | 0 | 8 | 12 | 26 | 92 | 130 | 31 | 7 | 1 | 1 | 0 | 0 | 0 | 308 |
| 7:00 | 0 | 2 | 6 | 13 | 52 | 112 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 219 |
| 8:00 | 0 | 9 | 12 | 26 | 55 | 63 | 19 | 3 | 3 | 0 | 0 | 0 | 0 | 190 |
| 9:00 | 0 | 4 | 9 | 25 | 46 | 60 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 164 |
| 10:00 | 1 | 8 | 8 | 15 | 43 | 57 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 150 |
| 11:00 | 0 | 11 | 12 | 29 | 73 | 59 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 201 |
| 12:00 | 1 | 4 | 12 | 13 | 52 | 57 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 153 |
| 13:00 | 2 | 4 | 3 | 16 | 45 | 66 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 170 |
| 14:00 | 1 | 0 | 2 | 10 | 51 | 88 | 29 | 7 | 0 | 1 | 0 | 0 | 0 | 189 |
| 15:00 | 1 | 0 | 1 | 8 | 49 | 82 | 36 | 4 | 2 | 0 | 0 | 0 | 0 | 183 |
| 16:00 | 1 | 1 | 0 | 7 | 46 | 91 | 36 | 3 | 1 | 1 | 0 | 0 | 0 | 187 |
| 17:00 | 3 | 2 | 2 | 6 | 31 | 56 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 121 |
| 18:00 | 0 | 0 | 1 | 10 | 31 | 44 | 19 | 2 | 1 | 1 | 0 | 0 | 0 | 109 |
| 19:00 | 0 | 0 | 2 | 2 | 17 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| 20:00 | 0 | 0 | 0 | 1 | 9 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 0 | 0 | 2 | 10 | 11 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 30 |
| 22:00 | 0 | 1 | 2 | 2 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 11 | 57 | 95 | 237 | 805 | 1,145 | 356 | 65 | 12 | 7 | 0 | 0 | 0 | 2,790 |
| % of Totals | 0% | 2% | 3% | 8% | 29% | 41% | 13% | 2% | 0% | 0% | | | | 100% |

### STATISTICS — NORTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 6 | 18 | 87 | 335 | 449 | 125 | 22 | 6 | 0 | 0 | 0 | 0 | 1049 |
| % | 0% | 0% | 1% | 6% | 23% | 31% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 72% |
| Peak Hour | 4:45 | 6:30 | 4:30 | 5:15 | 6:00 | 5:45 | 7:00 | 4:45 | 7:30 | 0:00 | 0:00 | 0:00 | 0:00 | 5:45 |
| Peak Volume | 1 | 2 | 5 | 20 | 81 | 120 | 31 | 6 | 3 | 0 | 0 | 0 | 0 | 237 |
| 12:00 - 24:00 | 7 | 4 | 8 | 24 | 119 | 184 | 60 | 7 | 2 | 0 | 0 | 0 | 0 | 415 |
| % | 0% | 0% | 1% | 2% | 8% | 13% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 16:30 | 16:30 | 12:00 | 12:30 | 12:00 | 15:45 | 15:15 | 12:00 | 15:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| Peak Volume | 3 | 3 | 4 | 12 | 25 | 36 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 73 |
| 07:00 - 09:00 | 0 | 3 | 3 | 21 | 83 | 125 | 44 | 5 | 3 | 0 | 0 | 0 | 0 | 287 |
| % | 0% | 0% | 0% | 1% | 6% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 20% |
| Peak Hour | 7:00 | 7:30 | 7:30 | 7:45 | 7:30 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 2 | 3 | 16 | 54 | 82 | 31 | 4 | 3 | 0 | 0 | 0 | 0 | 171 |
| 16:00 - 18:00 | 3 | 3 | 0 | 0 | 24 | 54 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 104 |
| % | 0% | 0% | 0% | 0% | 2% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 7% |
| Peak Hour | 16:30 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 3 | 3 | 0 | 0 | 17 | 36 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 68 |

### STATISTICS — SOUTHBOUND

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 1 | 39 | 52 | 73 | 121 | 164 | 41 | 6 | 0 | 2 | 0 | 0 | 0 | 499 |
| % | 0% | 3% | 4% | 5% | 8% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 34% |
| Peak Hour | 9:30 | 11:00 | 5:30 | 5:15 | 11:15 | 11:15 | 10:30 | 11:15 | 11:15 | 5:45 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 1 | 11 | 14 | 15 | 36 | 40 | 12 | 4 | 1 | 2 | 0 | 0 | 0 | 115 |
| 12:00 - 24:00 | 2 | 8 | 17 | 53 | 230 | 348 | 130 | 30 | 4 | 5 | 0 | 0 | 0 | 827 |
| % | 0% | 1% | 1% | 4% | 16% | 24% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 56% |
| Peak Hour | 12:45 | 12:15 | 12:15 | 12:30 | 14:30 | 14:30 | 14:15 | 13:15 | 12:00 | 13:15 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 1 | 5 | 10 | 10 | 48 | 81 | 31 | 9 | 1 | 2 | 0 | 0 | 0 | 164 |
| 07:00 - 09:00 | 0 | 8 | 15 | 18 | 24 | 50 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| % | 0% | 1% | 1% | 1% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:45 | 7:30 | 8:00 | 7:30 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 8 | 11 | 14 | 15 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 16:00 - 18:00 | 1 | 0 | 2 | 13 | 53 | 93 | 34 | 6 | 1 | 1 | 0 | 0 | 0 | 204 |
| % | 0% | 0% | 0% | 1% | 4% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Peak Hour | 16:00 | 16:00 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 2 | 8 | 29 | 55 | 23 | 6 | 1 | 1 | 0 | 0 | 0 | 119 |

### STATISTICS — TOTALS

| | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 45 | 70 | 160 | 456 | 613 | 166 | 28 | 6 | 2 | 0 | 0 | 0 | 1548 |
| % | 0% | 3% | 5% | 11% | 31% | 42% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 106% |
| Peak Hour | 4:45 | 11:00 | 5:15 | 5:15 | 6:00 | 5:45 | 6:30 | 6:00 | 7:30 | 5:45 | 0:00 | 0:00 | 0:00 | 5:45 |
| Peak Volume | 1 | 11 | 17 | 35 | 92 | 145 | 34 | 7 | 3 | 2 | 0 | 0 | 0 | 320 |
| 12:00 - 24:00 | 9 | 12 | 25 | 77 | 349 | 532 | 190 | 37 | 6 | 5 | 0 | 0 | 0 | 1242 |
| % | 1% | 1% | 2% | 5% | 24% | 36% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 85% |
| Peak Hour | 16:30 | 12:15 | 12:15 | 12:30 | 14:30 | 14:30 | 15:30 | 13:15 | 15:00 | 13:15 | 12:00 | 12:00 | 12:00 | 14:30 |
| Peak Volume | 4 | 5 | 13 | 22 | 59 | 112 | 40 | 11 | 2 | 2 | 0 | 0 | 0 | 219 |
| 07:00 - 09:00 | 0 | 11 | 18 | 39 | 107 | 175 | 51 | 5 | 3 | 0 | 0 | 0 | 0 | 409 |
| % | 0% | 1% | 1% | 3% | 7% | 12% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 28% |
| Peak Hour | 7:00 | 7:45 | 7:30 | 7:45 | 7:30 | 7:00 | 7:00 | 7:45 | 7:30 | 7:00 | 7:00 | 7:00 | 7:00 | 7:30 |
| Peak Volume | 0 | 10 | 14 | 29 | 69 | 112 | 32 | 4 | 3 | 0 | 0 | 0 | 0 | 246 |
| 16:00 - 18:00 | 4 | 3 | 2 | 13 | 77 | 147 | 53 | 6 | 2 | 1 | 0 | 0 | 0 | 308 |
| % | 0% | 0% | 0% | 1% | 5% | 10% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |
| Peak Hour | 16:30 | 16:30 | 16:30 | 16:15 | 16:00 | 16:00 | 16:00 | 16:30 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 4 | 3 | 2 | 8 | 46 | 91 | 36 | 6 | 1 | 1 | 0 | 0 | 0 | 187 |

### Percentiles

| Direction | 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 31 | 36 | 36 | 40 | 44 | 1464 |
| SOUTHBOUND | 28 | 36 | 35 | 41 | 44 | 1326 |
| TOTALS | 30 | 36 | 35 | 40 | 44 | 2790 |

### 15-MINUTE BREAKDOWN — NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 | 0 | 0 | 1 | 1 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 | 0 | 0 | 2 | 0 | 8 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 4:45 | 0 | 0 | 0 | 5 | 9 | 18 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:00 | 0 | 0 | 1 | 2 | 9 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:15 | 0 | 1 | 2 | 4 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:30 | 1 | 0 | 1 | 5 | 17 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 5:45 | 0 | 0 | 1 | 3 | 12 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 50 |
| 6:00 | 0 | 0 | 0 | 8 | 25 | 28 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 70 |
| 6:15 | 0 | 0 | 0 | 1 | 22 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 6:30 | 0 | 0 | 0 | 1 | 18 | 30 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 55 |
| 6:45 | 0 | 1 | 0 | 1 | 16 | 22 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 49 |
| 7:00 | 0 | 0 | 0 | 3 | 4 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:15 | 0 | 1 | 0 | 0 | 9 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:30 | 0 | 0 | 0 | 1 | 20 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 7:45 | 0 | 0 | 0 | 5 | 9 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| 8:00 | 0 | 0 | 1 | 5 | 12 | 15 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 42 |
| 8:15 | 0 | 2 | 2 | 4 | 13 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 33 |
| 8:30 | 0 | 0 | 0 | 2 | 8 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:45 | 0 | 0 | 0 | 1 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:00 | 0 | 0 | 0 | 0 | 9 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9:15 | 0 | 0 | 0 | 2 | 7 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:30 | 0 | 0 | 1 | 5 | 7 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 9:45 | 0 | 0 | 0 | 3 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 0 | 1 | 3 | 8 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:15 | 0 | 0 | 2 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 1 | 0 | 0 | 6 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 0 | 0 | 0 | 16 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:15 | 0 | 0 | 1 | 8 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 11:30 | 0 | 0 | 1 | 6 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:45 | 0 | 0 | 1 | 3 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 1 | 0 | 1 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 0 | 2 | 0 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:30 | 0 | 0 | 0 | 4 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 0 | 1 | 4 | 5 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:00 | 1 | 0 | 0 | 3 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 0 | 0 | 2 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 0 | 1 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:15 | 0 | 0 | 1 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:30 | 1 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 0 | 0 | 0 | 0 | 2 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:00 | 1 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:15 | 0 | 0 | 1 | 2 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:30 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 0 | 0 | 0 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 0 | 0 | 8 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 16:45 | 0 | 1 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 3 | 2 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 2 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 8 | 10 | 26 | 111 | 454 | 633 | 185 | 29 | 8 | 0 | 0 | 0 | 0 | 1,464 |
| % of Totals | 1% | 1% | 2% | 8% | 31% | 43% | 13% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 | 0 | 2 | 2 | 2 | 4 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 6 | 11 | 11 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:15 | 0 | 1 | 1 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 2 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 0 | 1 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 | 0 | 0 | 2 | 0 | 3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:45 | 0 | 1 | 3 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 0 | 4 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:15 | 0 | 4 | 2 | 5 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:30 | 0 | 3 | 2 | 2 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:45 | 0 | 0 | 1 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 | 0 | 0 | 3 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 | 0 | 3 | 0 | 4 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 | 0 | 1 | 5 | 4 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 2 | 2 | 1 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:15 | 1 | 2 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 3 | 1 | 2 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:45 | 0 | 0 | 1 | 2 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 0 | 2 | 1 | 4 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:15 | 0 | 4 | 4 | 3 | 7 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:30 | 0 | 2 | 2 | 5 | 12 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:45 | 0 | 3 | 2 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 0 | 0 | 1 | 1 | 6 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 1 | 1 | 1 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 | 0 | 2 | 2 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 1 | 4 | 1 | 9 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:00 | 0 | 1 | 3 | 5 | 6 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:15 | 0 | 1 | 0 | 2 | 9 | 17 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:30 | 1 | 2 | 0 | 0 | 7 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 21 |
| 13:45 | 0 | 0 | 0 | 1 | 3 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 0 | 0 | 3 | 10 | 11 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 0 | 0 | 0 | 7 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:30 | 0 | 0 | 0 | 3 | 14 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:45 | 0 | 0 | 0 | 2 | 7 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 0 | 0 | 0 | 2 | 19 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:15 | 0 | 0 | 0 | 0 | 8 | 24 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 37 |
| 15:30 | 0 | 0 | 0 | 2 | 6 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:45 | 0 | 0 | 0 | 1 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 0 | 0 | 2 | 10 | 19 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 40 |
| 16:15 | 0 | 0 | 0 | 1 | 11 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:30 | 1 | 0 | 0 | 2 | 3 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 0 | 0 | 2 | 5 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:00 | 0 | 0 | 1 | 3 | 7 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 0 | 0 | 1 | 1 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:30 | 0 | 0 | 0 | 1 | 6 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 0 | 0 | 1 | 5 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:15 | 0 | 0 | 0 | 1 | 7 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 0 | 1 | 4 | 9 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 0 | 0 | 3 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 1 | 1 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:15 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 3 | 47 | 69 | 126 | 351 | 512 | 171 | 36 | 4 | 7 | 0 | 0 | 0 | 1,326 |
| % of Totals | 0% | 4% | 5% | 10% | 26% | 39% | 13% | 3% | 0% | 1% | 0% | 0% | 0% | 100% |

### 15-MINUTE BREAKDOWN — TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 0 | 1 | 1 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 | 0 | 0 | 3 | 1 | 8 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 4:45 | 0 | 0 | 0 | 5 | 11 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 41 |
| 5:00 | 0 | 0 | 1 | 2 | 9 | 16 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 5:15 | 0 | 1 | 2 | 5 | 10 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 5:30 | 1 | 0 | 1 | 6 | 22 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 5:45 | 0 | 2 | 3 | 5 | 16 | 38 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 73 |
| 6:00 | 0 | 6 | 11 | 19 | 26 | 38 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 110 |
| 6:15 | 0 | 1 | 1 | 2 | 26 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 6:30 | 0 | 0 | 0 | 2 | 18 | 32 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 63 |
| 6:45 | 0 | 1 | 0 | 3 | 22 | 23 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 61 |
| 7:00 | 0 | 0 | 1 | 4 | 7 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 7:15 | 0 | 1 | 0 | 1 | 12 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 7:30 | 0 | 0 | 2 | 1 | 23 | 40 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| 7:45 | 0 | 1 | 3 | 7 | 10 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| 8:00 | 0 | 0 | 5 | 9 | 18 | 16 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 58 |
| 8:15 | 0 | 6 | 4 | 9 | 18 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 8:30 | 0 | 3 | 2 | 4 | 10 | 25 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 48 |
| 8:45 | 0 | 0 | 1 | 4 | 9 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 0 | 0 | 0 | 2 | 10 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 9:15 | 0 | 0 | 3 | 7 | 11 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 39 |
| 9:30 | 0 | 3 | 1 | 9 | 10 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:45 | 0 | 1 | 5 | 7 | 15 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 10:00 | 0 | 2 | 3 | 4 | 13 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10:15 | 1 | 2 | 3 | 6 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:30 | 0 | 4 | 1 | 2 | 9 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:45 | 0 | 0 | 1 | 3 | 10 | 12 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 2 | 1 | 4 | 21 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 11:15 | 0 | 4 | 5 | 11 | 20 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 61 |
| 11:30 | 0 | 2 | 3 | 11 | 14 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 | 0 | 3 | 3 | 3 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 | 1 | 0 | 2 | 1 | 15 | 13 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 37 |
| 12:15 | 0 | 1 | 3 | 1 | 14 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 | 0 | 2 | 2 | 6 | 9 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:45 | 0 | 1 | 5 | 5 | 14 | 21 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 1 | 1 | 3 | 8 | 14 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 48 |
| 13:15 | 0 | 1 | 0 | 3 | 11 | 25 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 1 | 2 | 0 | 2 | 13 | 8 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 33 |
| 13:45 | 0 | 0 | 0 | 3 | 7 | 19 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 39 |
| 14:00 | 0 | 0 | 1 | 3 | 17 | 13 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 41 |
| 14:15 | 0 | 0 | 1 | 2 | 8 | 20 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:30 | 1 | 0 | 0 | 3 | 17 | 24 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:45 | 0 | 0 | 0 | 2 | 9 | 31 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 1 | 0 | 0 | 2 | 23 | 28 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 15:15 | 0 | 0 | 1 | 2 | 10 | 29 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 52 |
| 15:30 | 0 | 0 | 0 | 3 | 7 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:45 | 0 | 0 | 0 | 1 | 9 | 11 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 33 |
| 16:00 | 0 | 0 | 0 | 2 | 12 | 30 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 56 |
| 16:15 | 0 | 0 | 0 | 1 | 18 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 16:30 | 1 | 0 | 0 | 2 | 11 | 27 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 51 |
| 16:45 | 0 | 1 | 0 | 2 | 5 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 0 | 1 | 3 | 8 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 35 |
| 17:15 | 3 | 2 | 1 | 1 | 8 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:30 | 0 | 0 | 0 | 1 | 8 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 0 | 0 | 1 | 7 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 18:00 | 0 | 0 | 0 | 2 | 7 | 19 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:15 | 0 | 0 | 0 | 1 | 8 | 10 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 26 |
| 18:30 | 0 | 0 | 1 | 4 | 10 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 18:45 | 0 | 0 | 0 | 3 | 6 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 1 | 1 | 5 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:15 | 0 | 0 | 1 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:30 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 11 | 57 | 95 | 237 | 805 | 1,145 | 356 | 65 | 12 | 7 | 0 | 0 | 0 | 2,790 |
| % of Totals | 0% | 2% | 3% | 8% | 29% | 41% | 13% | 2% | 0% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Thursday
**Date:** 3/14/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,464 | 1,326 | 0 | 0 | 2,790 |

DAILY TOTALS

### 15-Minutes Interval

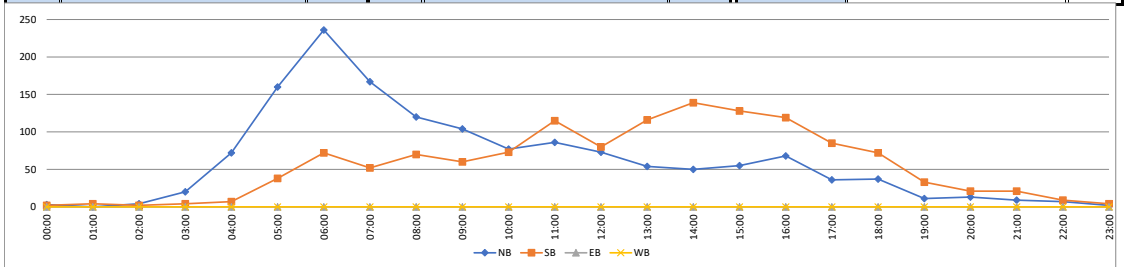
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 16 | 21 | | | 37 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 18 | 17 | | | 35 |
| 0:30 | 1 | 2 | | | 3 | 12:30 | 15 | 16 | | | 31 |
| 0:45 | 1 | 0 | | | 1 | 12:45 | 24 | 26 | | | 50 |
| 1:00 | 0 | 3 | | | 3 | 13:00 | 15 | 33 | | | 48 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 11 | 39 | | | 50 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 12 | 21 | | | 33 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 16 | 23 | | | 39 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 12 | 29 | | | 41 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 9 | 35 | | | 44 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 10 | 43 | | | 53 |
| 2:45 | 2 | 2 | | | 4 | 14:45 | 19 | 32 | | | 51 |
| 3:00 | 3 | 0 | | | 3 | 15:00 | 11 | 52 | | | 63 |
| 3:15 | 2 | 3 | | | 5 | 15:15 | 15 | 37 | | | 52 |
| 3:30 | 5 | 1 | | | 6 | 15:30 | 12 | 23 | | | 35 |
| 3:45 | 10 | 0 | | | 10 | 15:45 | 17 | 16 | | | 33 |
| 4:00 | 5 | 1 | | | 6 | 16:00 | 16 | 40 | | | 56 |
| 4:15 | 12 | 0 | | | 12 | 16:15 | 17 | 29 | | | 46 |
| 4:30 | 18 | 2 | | | 20 | 16:30 | 23 | 28 | | | 51 |
| 4:45 | 37 | 4 | | | 41 | 16:45 | 12 | 22 | | | 34 |
| 5:00 | 37 | 3 | | | 40 | 17:00 | 8 | 27 | | | 35 |
| 5:15 | 28 | 5 | | | 33 | 17:15 | 15 | 18 | | | 33 |
| 5:30 | 45 | 7 | | | 52 | 17:30 | 2 | 16 | | | 18 |
| 5:45 | 50 | 23 | | | 73 | 17:45 | 11 | 24 | | | 35 |
| 6:00 | 70 | 40 | | | 110 | 18:00 | 16 | 21 | | | 37 |
| 6:15 | 62 | 12 | | | 74 | 18:15 | 8 | 18 | | | 26 |
| 6:30 | 55 | 8 | | | 63 | 18:30 | 6 | 19 | | | 25 |
| 6:45 | 49 | 12 | | | 61 | 18:45 | 7 | 14 | | | 21 |
| 7:00 | 39 | 11 | | | 50 | 19:00 | 4 | 15 | | | 19 |
| 7:15 | 32 | 6 | | | 38 | 19:15 | 4 | 8 | | | 12 |
| 7:30 | 52 | 22 | | | 74 | 19:30 | 1 | 10 | | | 11 |
| 7:45 | 44 | 13 | | | 57 | 19:45 | 2 | 0 | | | 2 |
| 8:00 | 42 | 16 | | | 58 | 20:00 | 2 | 1 | | | 3 |
| 8:15 | 33 | 24 | | | 57 | 20:15 | 4 | 3 | | | 7 |
| 8:30 | 27 | 21 | | | 48 | 20:30 | 4 | 11 | | | 15 |
| 8:45 | 18 | 9 | | | 27 | 20:45 | 3 | 6 | | | 9 |
| 9:00 | 25 | 9 | | | 34 | 21:00 | 2 | 8 | | | 10 |
| 9:15 | 23 | 16 | | | 39 | 21:15 | 3 | 7 | | | 10 |
| 9:30 | 30 | 16 | | | 46 | 21:30 | 1 | 2 | | | 3 |
| 9:45 | 26 | 19 | | | 45 | 21:45 | 3 | 4 | | | 7 |
| 10:00 | 23 | 21 | | | 44 | 22:00 | 0 | 4 | | | 4 |
| 10:15 | 18 | 15 | | | 33 | 22:15 | 1 | 2 | | | 3 |
| 10:30 | 19 | 21 | | | 40 | 22:30 | 2 | 2 | | | 4 |
| 10:45 | 17 | 16 | | | 33 | 22:45 | 4 | 1 | | | 5 |
| 11:00 | 26 | 23 | | | 49 | 23:00 | 0 | 2 | | | 2 |
| 11:15 | 28 | 33 | | | 61 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 14 | 39 | | | 53 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 18 | 20 | | | 38 | 23:45 | 1 | 2 | | | 3 |
| TOTALS | 1049 | 499 | 0 | 0 | 1548 | TOTALS | 415 | 827 | 0 | 0 | 1242 |
| SPLIT % | 68% | 32% | 0% | 0% | 55% | SPLIT % | 33% | 67% | 0% | 0% | 45% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 2 | | | 5 |
| 01:00 | 02:00 | 0 | 4 | | | 4 |
| 02:00 | 03:00 | 4 | 2 | | | 6 |
| 03:00 | 04:00 | 20 | 4 | | | 24 |
| 04:00 | 05:00 | 72 | 7 | | | 79 |
| 05:00 | 06:00 | 160 | 38 | | | 198 |
| 06:00 | 07:00 | 236 | 72 | | | 308 |
| 07:00 | 08:00 | 167 | 52 | | | 219 |
| 08:00 | 09:00 | 120 | 70 | | | 190 |
| 09:00 | 10:00 | 104 | 60 | | | 164 |
| 10:00 | 11:00 | 77 | 73 | | | 150 |
| 11:00 | 12:00 | 86 | 115 | | | 201 |
| 12:00 | 13:00 | 73 | 80 | | | 153 |
| 13:00 | 14:00 | 54 | 116 | | | 170 |
| 14:00 | 15:00 | 50 | 139 | | | 189 |
| 15:00 | 16:00 | 55 | 128 | | | 183 |
| 16:00 | 17:00 | 68 | 119 | | | 187 |
| 17:00 | 18:00 | 36 | 85 | | | 121 |
| 18:00 | 19:00 | 37 | 72 | | | 109 |
| 19:00 | 20:00 | 11 | 33 | | | 44 |
| 20:00 | 21:00 | 13 | 21 | | | 34 |
| 21:00 | 22:00 | 9 | 21 | | | 30 |
| 22:00 | 23:00 | 7 | 9 | | | 16 |
| 23:00 | 00:00 | 2 | 4 | | | 6 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 1049 | 499 | | | 1548 |
| Peak Hour | 5:45 | 11:00 | | | 5:45 |
| Peak Volume | 237 | 115 | | | 320 |
| Peak Hour Factor | 0.846 | 0.737 | | | 0.727 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 415 | 827 | | | 1242 |
| Peak Hour | 12:00 | 14:30 | | | 14:30 |
| Peak Volume | 73 | 164 | | | 219 |
| Peak Hour Factor | 0.760 | 0.788 | | | 0.869 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 287 | 122 | | | 409 |
| Peak Hour | 7:30 | 7:30 | | | 7:30 |
| Peak Volume | 171 | 75 | | | 246 |
| Peak Hour Factor | 0.822 | 0.781 | | | 0.831 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 104 | 204 | | | 308 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 68 | 119 | | | 187 |
| Peak Hour Factor | 0.739 | 0.744 | | | 0.835 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOTALS 5-15 | TOTALS 15-20 | TOTALS 20-25 | TOTALS 25-30 | TOTALS 30-35 | TOTALS 35-40 | TOTALS 40-45 | TOTALS 45-50 | TOTALS 50-55 | TOTALS 55-60 | TOTALS 60-65 | TOTALS 65-70 | TOTALS 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:00 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 4 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 19 |
| 4:00 | 0 | 1 | 0 | 6 | 18 | 39 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 7 | 21 | 39 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 84 |
| 5:00 | 0 | 2 | 3 | 19 | 51 | 56 | 20 | 3 | 3 | 0 | 0 | 0 | 0 | 157 | 1 | 2 | 4 | 6 | 12 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 4 | 7 | 25 | 63 | 70 | 22 | 3 | 3 | 0 | 0 | 0 | 0 | 198 |
| 6:00 | 0 | 0 | 1 | 11 | 56 | 79 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 183 | 1 | 4 | 22 | 12 | 8 | 16 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 69 | 1 | 4 | 23 | 23 | 64 | 95 | 34 | 6 | 2 | 0 | 0 | 0 | 0 | 252 |
| 7:00 | 0 | 0 | 2 | 14 | 56 | 49 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 138 | 0 | 4 | 10 | 18 | 23 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 75 | 0 | 4 | 12 | 32 | 79 | 67 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 213 |
| 8:00 | 0 | 0 | 4 | 4 | 43 | 33 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 93 | 1 | 1 | 11 | 9 | 13 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 56 | 1 | 1 | 15 | 13 | 56 | 50 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 149 |
| 9:00 | 0 | 1 | 4 | 14 | 38 | 23 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 3 | 14 | 10 | 18 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 4 | 18 | 24 | 56 | 38 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 163 |
| 10:00 | 0 | 0 | 3 | 13 | 33 | 29 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 86 | 2 | 1 | 2 | 14 | 25 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 80 | 2 | 1 | 5 | 27 | 58 | 57 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 166 |
| 11:00 | 0 | 1 | 7 | 26 | 36 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 3 | 15 | 18 | 31 | 37 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 118 | 0 | 4 | 22 | 44 | 67 | 50 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 208 |
| 12:00 | 0 | 0 | 1 | 16 | 24 | 37 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 4 | 9 | 11 | 30 | 29 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 95 | 0 | 4 | 10 | 27 | 54 | 66 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 183 |
| 13:00 | 0 | 0 | 3 | 8 | 18 | 33 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 71 | 0 | 3 | 5 | 17 | 36 | 38 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 128 | 0 | 3 | 8 | 25 | 54 | 71 | 33 | 3 | 2 | 0 | 0 | 0 | 0 | 199 |
| 14:00 | 0 | 0 | 0 | 2 | 13 | 16 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 2 | 10 | 50 | 58 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 138 | 0 | 0 | 2 | 12 | 63 | 74 | 24 | 3 | 4 | 0 | 0 | 0 | 0 | 182 |
| 15:00 | 1 | 0 | 0 | 0 | 24 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 2 | 13 | 43 | 45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 121 | 1 | 0 | 2 | 13 | 67 | 63 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 171 |
| 16:00 | 0 | 0 | 0 | 1 | 28 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 7 | 35 | 27 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 8 | 63 | 49 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 131 |
| 17:00 | 0 | 0 | 0 | 2 | 13 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 1 | 8 | 14 | 26 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 1 | 10 | 27 | 37 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 87 |
| 18:00 | 0 | 0 | 0 | 0 | 7 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 6 | 20 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 1 | 6 | 27 | 37 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 82 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 10 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 5 | 10 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 2 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 4 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 1 | 5 | 28 | 143 | 479 | 494 | 153 | 30 | 14 | 0 | 0 | 0 | 0 | 1,347 | 5 | 25 | 100 | 171 | 387 | 421 | 128 | 21 | 8 | 0 | 0 | 0 | 0 | 1,266 | 6 | 30 | 128 | 314 | 866 | 915 | 281 | 51 | 22 | 0 | 0 | 0 | 0 | 2,613 |
| % of Totals | 0% | 0% | 2% | 11% | 36% | 37% | 11% | 2% | 1% | | | | | 100% | 0% | 2% | 8% | 14% | 31% | 33% | 10% | 2% | 1% | | | | | 100% | 0% | 1% | 5% | 12% | 33% | 35% | 11% | 2% | 1% | | | | | 100% |

### STATISTICS

| Period | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOTALS 5-15 | TOTALS 15-20 | TOTALS 20-25 | TOTALS 25-30 | TOTALS 30-35 | TOTALS 35-40 | TOTALS 40-45 | TOTALS 45-50 | TOTALS 50-55 | TOTALS 55-60 | TOTALS 60-65 | TOTALS 65-70 | TOTALS 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 0 | 5 | 24 | 109 | 342 | 331 | 109 | 25 | 11 | 0 | 0 | 0 | 0 | 956 | 5 | 18 | 79 | 92 | 141 | 152 | 33 | 7 | 4 | 0 | 0 | 0 | 0 | 531 | 5 | 23 | 103 | 201 | 483 | 483 | 142 | 32 | 15 | 0 | 0 | 0 | 0 | 1487 |
| % | 0% | 0% | 2% | 8% | 25% | 25% | 8% | 2% | 1% | 0% | 0% | 0% | 0% | 71% | 0% | 1% | 6% | 7% | 10% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 39% | 0% | 2% | 8% | 15% | 36% | 36% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 110% |
| Peak Hour | 0:00 | 4:15 | 10:30 | 10:45 | 5:45 | 6:00 | 6:00 | 5:30 | 4:30 | 0:00 | 0:00 | 0:00 | 0:00 | 5:30 | 5:30 | 5:15 | 5:30 | 7:00 | 11:15 | 11:15 | 11:15 | 11:00 | 5:30 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 | 5:30 | 5:15 | 5:30 | 10:45 | 7:00 | 6:00 | 5:45 | 5:30 | 4:30 | 0:00 | 0:00 | 0:00 | 0:00 | 5:30 |
| Peak Volume | 0 | 2 | 8 | 26 | 62 | 79 | 30 | 7 | 3 | 0 | 0 | 0 | 0 | 194 | 2 | 6 | 25 | 18 | 34 | 40 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 118 | 2 | 7 | 29 | 44 | 79 | 95 | 34 | 8 | 3 | 0 | 0 | 0 | 0 | 281 |
| 12:00 - 24:00 | 1 | 0 | 4 | 34 | 137 | 163 | 44 | 5 | 3 | 0 | 0 | 0 | 0 | 391 | 0 | 7 | 21 | 79 | 246 | 269 | 95 | 14 | 4 | 0 | 0 | 0 | 0 | 735 | 1 | 7 | 25 | 113 | 383 | 432 | 139 | 19 | 7 | 0 | 0 | 0 | 0 | 1126 |
| % | 0% | 0% | 0% | 3% | 10% | 12% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 29% | 0% | 1% | 2% | 6% | 18% | 20% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 55% | 0% | 1% | 2% | 8% | 28% | 32% | 10% | 1% | 1% | 0% | 0% | 0% | 0% | 84% |
| Peak Hour | 14:15 | 12:00 | 12:30 | 12:15 | 15:15 | 12:00 | 13:30 | 14:00 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:45 | 12:30 | 13:00 | 14:15 | 14:15 | 13:00 | 16:15 | 12:45 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 | 14:15 | 12:45 | 12:30 | 12:15 | 14:15 | 14:15 | 13:00 | 16:15 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 14:15 |
| Peak Volume | 1 | 0 | 4 | 18 | 33 | 37 | 14 | 2 | 3 | 0 | 0 | 0 | 0 | 88 | 0 | 7 | 13 | 17 | 60 | 64 | 25 | 5 | 2 | 0 | 0 | 0 | 0 | 163 | 1 | 7 | 17 | 31 | 78 | 80 | 33 | 5 | 5 | 0 | 0 | 0 | 0 | 211 |
| 07:00 - 09:00 | 0 | 0 | 6 | 18 | 99 | 82 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | 231 | 1 | 5 | 21 | 27 | 36 | 35 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 131 | 1 | 5 | 27 | 45 | 135 | 117 | 26 | 3 | 3 | 0 | 0 | 0 | 0 | 362 |
| % | 0% | 0% | 0% | 1% | 7% | 6% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 0% | 2% | 2% | 3% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 2% | 3% | 10% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 27% |
| Peak Hour | 7:00 | 7:00 | 7:45 | 7:15 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:00 | 7:15 | 7:15 | 7:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 | 7:15 | 7:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 0 | 0 | 4 | 15 | 56 | 49 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 138 | 1 | 4 | 16 | 18 | 23 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 82 | 1 | 4 | 19 | 32 | 79 | 67 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 213 |
| 16:00 - 18:00 | 0 | 0 | 0 | 3 | 41 | 33 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 1 | 15 | 49 | 53 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 0 | 1 | 18 | 90 | 86 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 218 |
| % | 0% | 0% | 0% | 0% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 0% | 1% | 4% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 1% | 7% | 6% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:15 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:30 | 16:00 | 16:00 | 17:00 | 16:15 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 0 | 0 | 0 | 2 | 28 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 1 | 10 | 35 | 27 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 1 | 11 | 63 | 49 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 131 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 30 | 35 | 35 | 40 | 44 | 1347 |
| SOUTHBOUND | 27 | 34 | 34 | 40 | 44 | 1266 |
| TOTALS | 29 | 35 | 34 | 40 | 44 | 2613 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total | TOTALS 5-15 | TOTALS 15-20 | TOTALS 20-25 | TOTALS 25-30 | TOTALS 30-35 | TOTALS 35-40 | TOTALS 40-45 | TOTALS 45-50 | TOTALS 50-55 | TOTALS 55-60 | TOTALS 60-65 | TOTALS 65-70 | TOTALS 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 3:45 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 | 0 | 1 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:30 | 0 | 0 | 0 | 2 | 7 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 7 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 4:45 | 0 | 0 | 0 | 3 | 8 | 23 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 11 | 23 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 47 |
| 5:00 | 0 | 1 | 0 | 1 | 11 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 1 | 12 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 5:15 | 0 | 1 | 0 | 4 | 8 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 6 | 11 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 5:30 | 0 | 0 | 3 | 7 | 14 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 7 | 18 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 46 |
| 5:45 | 0 | 0 | 0 | 7 | 18 | 19 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 52 | 1 | 2 | 3 | 4 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 2 | 3 | 11 | 22 | 28 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 77 |
| 6:00 | 0 | 0 | 1 | 5 | 15 | 21 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 4 | 17 | 6 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 4 | 18 | 11 | 18 | 33 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 97 |
| 6:15 | 0 | 0 | 0 | 4 | 14 | 20 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 0 | 5 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 5 | 6 | 15 | 20 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 61 |
| 6:30 | 0 | 0 | 0 | 0 | 15 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 17 | 13 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 40 |
| 6:45 | 0 | 0 | 0 | 2 | 12 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 14 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 7:00 | 0 | 0 | 1 | 0 | 19 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 1 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 2 | 5 | 24 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:15 | 0 | 0 | 1 | 5 | 5 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 2 | 2 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 3 | 7 | 10 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 7:30 | 0 | 0 | 0 | 3 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 2 | 2 | 5 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 2 | 2 | 8 | 26 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 7:45 | 0 | 0 | 0 | 6 | 16 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 1 | 5 | 6 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 5 | 12 | 19 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 8:00 | 0 | 0 | 2 | 1 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 7 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 9 | 5 | 19 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 8:15 | 0 | 0 | 1 | 2 | 8 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 2 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 3 | 5 | 11 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 8:30 | 0 | 0 | 1 | 1 | 7 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 1 | 9 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 25 |
| 8:45 | 0 | 0 | 0 | 0 | 13 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 2 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 2 | 17 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 37 |
| 9:00 | 0 | 0 | 0 | 3 | 11 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 15 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 9:15 | 0 | 0 | 0 | 5 | 15 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 5 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 5 | 9 | 18 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 9:30 | 0 | 0 | 2 | 4 | 7 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 3 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 5 | 7 | 13 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 38 |
| 9:45 | 0 | 1 | 2 | 2 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 3 | 6 | 2 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 4 | 8 | 4 | 10 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10:00 | 0 | 0 | 0 | 2 | 9 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 2 | 1 | 0 | 8 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 1 | 0 | 10 | 17 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 51 |
| 10:15 | 0 | 0 | 0 | 3 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 2 | 5 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 5 | 8 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:30 | 0 | 0 | 1 | 4 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 2 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 6 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:45 | 0 | 0 | 2 | 4 | 10 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 2 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 2 | 6 | 17 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 44 |
| 11:00 | 0 | 0 | 2 | 8 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 6 | 8 | 8 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 1 | 8 | 16 | 18 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:15 | 0 | 0 | 3 | 8 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 3 | 3 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 6 | 11 | 14 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:30 | 0 | 1 | 0 | 6 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 4 | 5 | 10 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 34 | 0 | 1 | 4 | 11 | 19 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 11:45 | 0 | 0 | 2 | 4 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 2 | 2 | 7 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 1 | 4 | 6 | 16 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 0 | 0 | 1 | 9 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 2 | 11 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 3 | 20 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:15 | 0 | 0 | 0 | 5 | 4 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 5 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 10 | 10 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:30 | 0 | 0 | 1 | 6 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 3 | 2 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 4 | 8 | 15 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:45 | 0 | 0 | 0 | 4 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 4 | 5 | 2 | 4 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 4 | 5 | 6 | 9 | 16 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 46 |
| 13:00 | 0 | 0 | 2 | 3 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 2 | 4 | 15 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 2 | 4 | 7 | 22 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 13:15 | 0 | 0 | 1 | 3 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 3 | 3 | 6 | 9 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 4 | 6 | 10 | 19 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:30 | 0 | 0 | 0 | 1 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 6 | 6 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 0 | 7 | 11 | 20 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 46 |
| 13:45 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 4 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 5 | 11 | 9 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 11 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 3 | 13 | 18 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 40 |
| 14:15 | 0 | 0 | 0 | 1 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 12 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 4 | 14 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:30 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 3 | 13 | 16 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 1 | 3 | 18 | 18 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 50 |
| 14:45 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 2 | 14 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 1 | 2 | 18 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:00 | 1 | 0 | 0 | 0 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 6 | 21 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 55 | 1 | 0 | 1 | 6 | 28 | 24 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 69 |
| 15:15 | 0 | 0 | 0 | 0 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 2 | 14 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:30 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 1 | 5 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 1 | 1 | 14 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:45 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 4 | 7 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 4 | 11 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:00 | 0 | 0 | 0 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 13 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 4 | 29 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 5 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:30 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 19 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 10 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:00 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 5 | 2 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 5 | 8 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:15 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 3 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:30 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 10 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:45 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 7 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 9 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 3 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 1 | 5 | 28 | 143 | 479 | 494 | 153 | 30 | 14 | 0 | 0 | 0 | 0 | 1,347 | 5 | 25 | 100 | 171 | 387 | 421 | 128 | 21 | 8 | 0 | 0 | 0 | 0 | 1,266 | 6 | 30 | 128 | 314 | 866 | 915 | 281 | 51 | 22 | 0 | 0 | 0 | 0 | 2,613 |
| % of Totals | 0% | 0% | 2% | 11% | 36% | 37% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 2% | 8% | 14% | 31% | 33% | 10% | 2% | 1% | 0% | 0% | 0% | 0% | 100% | 0% | 1% | 5% | 12% | 33% | 35% | 11% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Friday
**Date:** 3/15/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,347 | 1,266 | 0 | 0 | 2,613 |

DAILY TOTALS

### 15-Minutes Interval

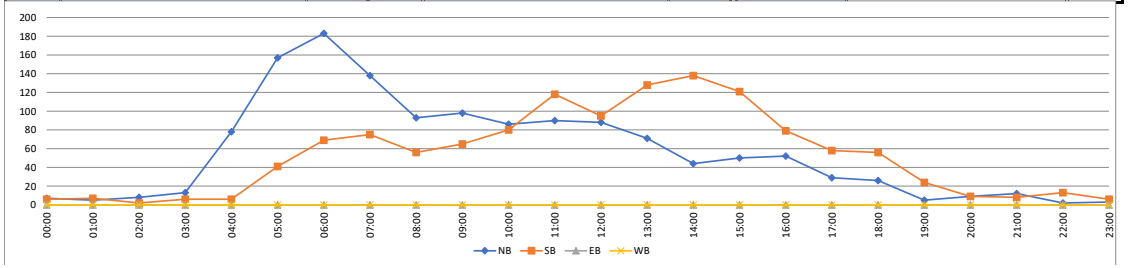
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 24 | 30 | | | 54 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 22 | 16 | | | 38 |
| 0:30 | 3 | 3 | | | 6 | 12:30 | 23 | 22 | | | 45 |
| 0:45 | 2 | 3 | | | 5 | 12:45 | 19 | 27 | | | 46 |
| 1:00 | 2 | 3 | | | 5 | 13:00 | 21 | 42 | | | 63 |
| 1:15 | 1 | 2 | | | 3 | 13:15 | 18 | 36 | | | 54 |
| 1:30 | 1 | 1 | | | 2 | 13:30 | 17 | 29 | | | 46 |
| 1:45 | 1 | 1 | | | 2 | 13:45 | 15 | 21 | | | 36 |
| 2:00 | 0 | 2 | | | 2 | 14:00 | 10 | 30 | | | 40 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 12 | 28 | | | 40 |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 10 | 40 | | | 50 |
| 2:45 | 5 | 0 | | | 5 | 14:45 | 12 | 40 | | | 52 |
| 3:00 | 2 | 3 | | | 5 | 15:00 | 14 | 55 | | | 69 |
| 3:15 | 1 | 1 | | | 2 | 15:15 | 10 | 19 | | | 29 |
| 3:30 | 6 | 2 | | | 8 | 15:30 | 15 | 23 | | | 38 |
| 3:45 | 4 | 0 | | | 4 | 15:45 | 11 | 24 | | | 35 |
| 4:00 | 5 | 1 | | | 6 | 16:00 | 18 | 31 | | | 49 |
| 4:15 | 9 | 0 | | | 9 | 16:15 | 13 | 14 | | | 27 |
| 4:30 | 21 | 1 | | | 22 | 16:30 | 15 | 18 | | | 33 |
| 4:45 | 43 | 4 | | | 47 | 16:45 | 6 | 16 | | | 22 |
| 5:00 | 36 | 4 | | | 40 | 17:00 | 11 | 18 | | | 29 |
| 5:15 | 29 | 6 | | | 35 | 17:15 | 4 | 17 | | | 21 |
| 5:30 | 40 | 6 | | | 46 | 17:30 | 8 | 13 | | | 21 |
| 5:45 | 52 | 25 | | | 77 | 17:45 | 6 | 10 | | | 16 |
| 6:00 | 54 | 43 | | | 97 | 18:00 | 12 | 18 | | | 30 |
| 6:15 | 48 | 13 | | | 61 | 18:15 | 6 | 17 | | | 23 |
| 6:30 | 33 | 7 | | | 40 | 18:30 | 6 | 13 | | | 19 |
| 6:45 | 48 | 6 | | | 54 | 18:45 | 2 | 8 | | | 10 |
| 7:00 | 43 | 13 | | | 56 | 19:00 | 4 | 10 | | | 14 |
| 7:15 | 31 | 14 | | | 45 | 19:15 | 1 | 5 | | | 6 |
| 7:30 | 29 | 26 | | | 55 | 19:30 | 0 | 5 | | | 5 |
| 7:45 | 35 | 22 | | | 57 | 19:45 | 0 | 4 | | | 4 |
| 8:00 | 28 | 20 | | | 48 | 20:00 | 0 | 2 | | | 2 |
| 8:15 | 26 | 13 | | | 39 | 20:15 | 3 | 4 | | | 7 |
| 8:30 | 17 | 8 | | | 25 | 20:30 | 2 | 1 | | | 3 |
| 8:45 | 22 | 15 | | | 37 | 20:45 | 4 | 2 | | | 6 |
| 9:00 | 23 | 10 | | | 33 | 21:00 | 2 | 3 | | | 5 |
| 9:15 | 33 | 15 | | | 48 | 21:15 | 2 | 2 | | | 4 |
| 9:30 | 23 | 15 | | | 38 | 21:30 | 3 | 1 | | | 4 |
| 9:45 | 19 | 25 | | | 44 | 21:45 | 5 | 2 | | | 7 |
| 10:00 | 22 | 29 | | | 51 | 22:00 | 2 | 7 | | | 9 |
| 10:15 | 13 | 18 | | | 31 | 22:15 | 0 | 4 | | | 4 |
| 10:30 | 26 | 14 | | | 40 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 25 | 19 | | | 44 | 22:45 | 0 | 2 | | | 2 |
| 11:00 | 22 | 34 | | | 56 | 23:00 | 0 | 3 | | | 3 |
| 11:15 | 24 | 23 | | | 47 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 23 | 34 | | | 57 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 21 | 27 | | | 48 | 23:45 | 1 | 3 | | | 4 |
| TOTALS | 956 | 531 | 0 | 0 | 1487 | TOTALS | 391 | 735 | 0 | 0 | 1126 |
| SPLIT % | 64% | 36% | 0% | 0% | 57% | SPLIT % | 35% | 65% | 0% | 0% | 43% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 7 | 6 | | | 13 |
| 01:00 | 02:00 | 5 | 7 | | | 12 |
| 02:00 | 03:00 | 8 | 2 | | | 10 |
| 03:00 | 04:00 | 13 | 6 | | | 19 |
| 04:00 | 05:00 | 78 | 6 | | | 84 |
| 05:00 | 06:00 | 157 | 41 | | | 198 |
| 06:00 | 07:00 | 183 | 69 | | | 252 |
| 07:00 | 08:00 | 138 | 75 | | | 213 |
| 08:00 | 09:00 | 93 | 56 | | | 149 |
| 09:00 | 10:00 | 98 | 65 | | | 163 |
| 10:00 | 11:00 | 86 | 80 | | | 166 |
| 11:00 | 12:00 | 90 | 118 | | | 208 |
| 12:00 | 13:00 | 88 | 95 | | | 183 |
| 13:00 | 14:00 | 71 | 128 | | | 199 |
| 14:00 | 15:00 | 44 | 138 | | | 182 |
| 15:00 | 16:00 | 50 | 121 | | | 171 |
| 16:00 | 17:00 | 52 | 79 | | | 131 |
| 17:00 | 18:00 | 29 | 58 | | | 87 |
| 18:00 | 19:00 | 26 | 56 | | | 82 |
| 19:00 | 20:00 | 5 | 24 | | | 29 |
| 20:00 | 21:00 | 9 | 9 | | | 18 |
| 21:00 | 22:00 | 12 | 8 | | | 20 |
| 22:00 | 23:00 | 2 | 13 | | | 15 |
| 23:00 | 00:00 | 3 | 6 | | | 9 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 956 | 531 | | | 1487 |
| Peak Hour | 5:30 | 11:00 | | | 5:30 |
| Peak Volume | 194 | 118 | | | 281 |
| Peak Hour Factor | 0.898 | 0.868 | | | 0.724 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 391 | 735 | | | 1126 |
| Peak Hour | 12:00 | 14:15 | | | 14:15 |
| Peak Volume | 88 | 163 | | | 211 |
| Peak Hour Factor | 0.917 | 0.741 | | | 0.764 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 231 | 131 | | | 362 |
| Peak Hour | 7:00 | 7:15 | | | 7:00 |
| Peak Volume | 138 | 82 | | | 213 |
| Peak Hour Factor | 0.802 | 0.788 | | | 0.934 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 81 | 137 | | | 218 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 52 | 79 | | | 131 |
| Peak Hour Factor | 0.722 | 0.637 | | | 0.668 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 1 | 0 | 0 | 2 | 14 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 2 | 1 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 0 | 0 | 1 | 9 | 14 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 6 | 5 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 7:00 | 0 | 0 | 0 | 3 | 4 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 0 | 0 | 0 | 11 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 1 | 0 | 0 | 5 | 28 | 18 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 3 | 11 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 0 | 0 | 4 | 21 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 1 | 1 | 16 | 14 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 0 | 0 | 0 | 4 | 13 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 3 | 21 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 0 | 0 | 4 | 13 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 2 | 0 | 0 | 3 | 7 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 1 | 0 | 0 | 3 | 16 | 28 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 1 | 0 | 0 | 3 | 14 | 22 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 51 |
| 14:00 | 0 | 0 | 1 | 2 | 10 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 0 | 4 | 15 | 24 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 57 |
| 15:00 | 3 | 0 | 0 | 1 | 4 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 2 | 1 | 16 | 11 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 1 | 0 | 0 | 0 | 8 | 12 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 1 | 0 | 7 | 11 | 15 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:00 | 0 | 0 | 0 | 2 | 4 | 13 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 3 | 8 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:00 | 0 | 0 | 0 | 1 | 5 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 3 | 7 | 10 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 7 | 0 | 2 | 36 | 182 | 271 | 85 | 16 | 5 | 0 | 0 | 0 | 0 | 604 | 5 | 2 | 10 | 48 | 157 | 208 | 89 | 22 | 7 | 0 | 0 | 0 | 0 | 548 |
| % of Totals | 1% | | 0% | 6% | 30% | 45% | 14% | 3% | 1% | | | | | 100% | 1% | 0% | 2% | 9% | 29% | 38% | 16% | 4% | 1% | | | | | 100% |

| Time | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 1 | 1 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 1 | 0 | 2 | 3 | 21 | 22 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 54 |
| 6:00 | 0 | 0 | 1 | 7 | 14 | 23 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 67 |
| 7:00 | 0 | 0 | 0 | 5 | 4 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 8:00 | 0 | 0 | 0 | 1 | 13 | 36 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 9:00 | 1 | 0 | 0 | 8 | 39 | 27 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:00 | 0 | 0 | 1 | 5 | 37 | 36 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 97 |
| 11:00 | 0 | 0 | 0 | 7 | 34 | 34 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 12:00 | 2 | 0 | 0 | 7 | 20 | 41 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 2 | 0 | 0 | 6 | 30 | 50 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 108 |
| 14:00 | 1 | 0 | 1 | 6 | 25 | 48 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 97 |
| 15:00 | 3 | 0 | 2 | 2 | 20 | 21 | 13 | 3 | 3 | 0 | 0 | 0 | 0 | 67 |
| 16:00 | 2 | 1 | 0 | 7 | 19 | 27 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 74 |
| 17:00 | 0 | 0 | 0 | 5 | 12 | 31 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 60 |
| 18:00 | 0 | 1 | 3 | 8 | 15 | 25 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 62 |
| 19:00 | 0 | 0 | 0 | 2 | 10 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 0 | 0 | 0 | 0 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 0 | 1 | 2 | 10 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 22:00 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 12 | 2 | 12 | 84 | 339 | 479 | 174 | 38 | 12 | 0 | 0 | 0 | 0 | 1,152 |
| % of Totals | 1% | 0% | 1% | 7% | 29% | 42% | 15% | 3% | 1% | | | | | 100% |

### STATISTICS

| | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 0 | 0 | 21 | 106 | 138 | 53 | 9 | 2 | 0 | 0 | 0 | 0 | 331 | 0 | 0 | 5 | 17 | 63 | 66 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 191 |
| % | 0% | 0% | 0% | 3% | 18% | 23% | 9% | 1% | 0% | 0% | 0% | 0% | 0% | 55% | 0% | 0% | 1% | 3% | 10% | 11% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 32% |
| Peak Hour | 4:45 | 0:00 | 0:00 | 11:45 | 9:00 | 8:00 | 9:15 | 5:30 | 5:45 | 0:00 | 0:00 | 0:00 | 0:00 | 8:45 | 11:15 | 0:00 | 4:15 | 5:45 | 10:45 | 10:30 | 11:45 | 9:30 | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | 10:45 |
| Peak Volume | 1 | 0 | 0 | 6 | 28 | 31 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 67 | 2 | 0 | 3 | 6 | 24 | 19 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:00 - 24:00 | 5 | 0 | 2 | 15 | 76 | 133 | 32 | 7 | 3 | 0 | 0 | 0 | 0 | 273 | 5 | 2 | 5 | 31 | 94 | 142 | 54 | 17 | 7 | 0 | 0 | 0 | 0 | 357 |
| % | 1% | 0% | 0% | 2% | 13% | 22% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 45% | 1% | 0% | 1% | 5% | 16% | 24% | 9% | 3% | 1% | 0% | 0% | 0% | 0% | 59% |
| Peak Hour | 15:00 | 12:00 | 13:15 | 12:30 | 12:15 | 12:30 | 12:45 | 16:00 | 18:30 | 12:00 | 12:00 | 12:00 | 12:00 | 12:30 | 12:00 | 15:45 | 17:30 | 15:45 | 13:30 | 13:45 | 13:30 | 17:30 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 13:30 |
| Peak Volume | 3 | 0 | 1 | 7 | 20 | 32 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 66 | 2 | 1 | 3 | 7 | 18 | 30 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 66 |
| 07:00 - 09:00 | 0 | 0 | 0 | 3 | 15 | 45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 3 | 2 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| % | 0% | 0% | 0% | 0% | 2% | 7% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 13% | 0% | 0% | 0% | 0% | 0% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:15 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 3 | 11 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 2 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 - 18:00 | 1 | 0 | 0 | 2 | 12 | 25 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 54 | 1 | 1 | 0 | 10 | 19 | 33 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 80 |
| % | 0% | 0% | 0% | 0% | 2% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 2% | 3% | 5% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:45 | 16:00 | 17:00 | 17:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:30 | 16:45 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 1 | 0 | 0 | 2 | 8 | 13 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 27 | 1 | 1 | 0 | 7 | 14 | 19 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |

| | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 0 | 5 | 38 | 169 | 204 | 88 | 14 | 2 | 0 | 0 | 0 | 0 | 522 |
| % | 0% | 0% | 1% | 6% | 28% | 34% | 15% | 2% | 0% | 0% | 0% | 0% | 0% | 86% |
| Peak Hour | 11:15 | 0:00 | 4:15 | 8:45 | 10:30 | 10:15 | 9:15 | 5:30 | 5:45 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 2 | 0 | 3 | 9 | 40 | 41 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 106 |
| 12:00 - 24:00 | 10 | 2 | 7 | 46 | 170 | 275 | 86 | 24 | 10 | 0 | 0 | 0 | 0 | 630 |
| % | 2% | 0% | 1% | 8% | 28% | 46% | 14% | 4% | 2% | 0% | 0% | 0% | 0% | 104% |
| Peak Hour | 15:45 | 15:45 | 17:30 | 12:30 | 13:00 | 13:15 | 12:45 | 13:30 | 13:30 | 12:00 | 12:00 | 12:00 | 12:00 | 13:45 |
| Peak Volume | 4 | 1 | 3 | 9 | 30 | 57 | 16 | 6 | 3 | 0 | 0 | 0 | 0 | 111 |
| 07:00 - 09:00 | 0 | 0 | 0 | 6 | 17 | 55 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| % | 0% | 0% | 0% | 1% | 3% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 0 | 0 | 0 | 5 | 13 | 36 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 16:00 - 18:00 | 2 | 1 | 0 | 12 | 31 | 58 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 134 |
| % | 0% | 0% | 0% | 2% | 5% | 10% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 22% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:15 | 17:00 | 16:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| Peak Volume | 2 | 1 | 0 | 7 | 21 | 31 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 74 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 31 | 36 | 36 | 41 | 44 | 604 |
| SOUTHBOUND | 31 | 36 | 36 | 42 | 45 | 548 |
| TOTALS | 31 | 36 | 36 | 41 | 45 | 1152 |

### 15-MINUTE BREAKDOWN

| Time | NB 5-15 | NB 15-20 | NB 20-25 | NB 25-30 | NB 30-35 | NB 35-40 | NB 40-45 | NB 45-50 | NB 50-55 | NB 55-60 | NB 60-65 | NB 65-70 | NB 70-99 | NB Total | SB 5-15 | SB 15-20 | SB 20-25 | SB 25-30 | SB 30-35 | SB 35-40 | SB 40-45 | SB 45-50 | SB 50-55 | SB 55-60 | SB 60-65 | SB 65-70 | SB 70-99 | SB Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 | 1 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 6 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 3 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:15 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:30 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | 2 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 1 | 0 | 0 | 2 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 1 | 7 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 | 0 | 0 | 0 | 0 | 6 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 0 | 0 | 1 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 2 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 | 0 | 0 | 0 | 1 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 8 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:00 | 0 | 0 | 0 | 1 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 2 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 0 | 0 | 0 | 4 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 0 | 0 | 0 | 2 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:15 | 1 | 0 | 0 | 1 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 1 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 0 | 0 | 0 | 1 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:30 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 13 |
| 15:45 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 4 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 2 | 3 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 7 | 0 | 2 | 36 | 182 | 271 | 85 | 16 | 5 | 0 | 0 | 0 | 0 | 604 | 5 | 2 | 10 | 48 | 157 | 208 | 89 | 22 | 7 | 0 | 0 | 0 | 0 | 548 |
| % of Totals | 1% | 0% | 0% | 6% | 30% | 45% | 14% | 3% | 1% | 0% | 0% | 0% | 0% | 100% | 1% | 0% | 2% | 9% | 29% | 38% | 16% | 4% | 1% | 0% | 0% | 0% | 0% | 100% |

| Time | TOTALS 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 2 | 2 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 | 1 | 0 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:45 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 0 | 1 | 3 | 3 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 6:15 | 0 | 0 | 0 | 1 | 5 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6:30 | 0 | 0 | 0 | 2 | 3 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 6:45 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 | 0 | 0 | 0 | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 | 0 | 0 | 0 | 0 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 | 0 | 0 | 0 | 0 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:45 | 0 | 0 | 0 | 1 | 3 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:00 | 1 | 0 | 0 | 3 | 13 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 9:15 | 0 | 0 | 0 | 1 | 8 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:30 | 0 | 0 | 0 | 4 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 9:45 | 0 | 0 | 0 | 0 | 9 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 0 | 0 | 0 | 6 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:15 | 0 | 0 | 0 | 1 | 8 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:30 | 0 | 0 | 1 | 2 | 10 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:45 | 0 | 0 | 0 | 2 | 13 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 0 | 0 | 3 | 8 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:15 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 | 0 | 0 | 0 | 2 | 10 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:45 | 0 | 0 | 0 | 2 | 7 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:00 | 2 | 0 | 0 | 2 | 5 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 0 | 0 | 0 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:30 | 0 | 0 | 0 | 5 | 7 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:45 | 0 | 0 | 0 | 0 | 3 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 0 | 0 | 2 | 11 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:15 | 1 | 0 | 0 | 2 | 6 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 13:30 | 0 | 0 | 0 | 1 | 5 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:45 | 1 | 0 | 0 | 1 | 8 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 0 | 0 | 1 | 0 | 5 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 14:15 | 0 | 0 | 0 | 1 | 9 | 12 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 30 |
| 14:30 | 0 | 0 | 0 | 2 | 8 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 14:45 | 1 | 0 | 0 | 3 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 1 | 0 | 0 | 1 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:30 | 0 | 0 | 0 | 1 | 7 | 6 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 21 |
| 15:45 | 2 | 0 | 2 | 0 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 1 | 0 | 0 | 4 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 0 | 0 | 0 | 1 | 3 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 1 | 1 | 0 | 2 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 0 | 0 | 0 | 0 | 9 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 0 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:15 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 0 | 0 | 0 | 3 | 3 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:45 | 0 | 0 | 0 | 1 | 5 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 1 | 2 | 3 | 6 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 0 | 0 | 1 | 2 | 3 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 0 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:00 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 12 | 2 | 12 | 84 | 339 | 479 | 174 | 38 | 12 | 0 | 0 | 0 | 0 | 1,152 |
| % of Totals | 1% | 0% | 1% | 7% | 29% | 42% | 15% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Saturday
**Date:** 3/16/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 604 | 548 | 0 | 0 | 1,152 |

DAILY TOTALS

### 15-Minutes Interval

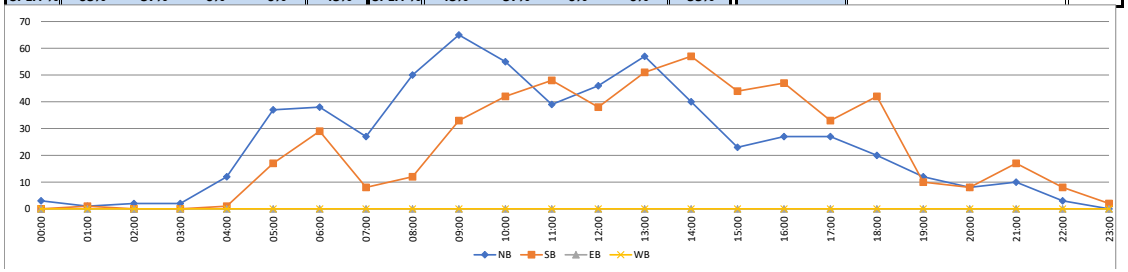
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 2 | 0 | | | 2 | 12:00 | 8 | 16 | | | 24 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 9 | 5 | | | 14 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 17 | 11 | | | 28 |
| 0:45 | 1 | 0 | | | 1 | 12:45 | 12 | 6 | | | 18 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 19 | 9 | | | 28 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 18 | 12 | | | 30 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 10 | 13 | | | 23 |
| 1:45 | 0 | 1 | | | 1 | 13:45 | 10 | 17 | | | 27 |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 11 | 18 | | | 29 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 12 | 18 | | | 30 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 12 | 13 | | | 25 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 5 | 8 | | | 13 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 5 | 12 | | | 17 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 4 | 9 | | | 13 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 8 | 13 | | | 21 |
| 3:45 | 2 | 0 | | | 2 | 15:45 | 6 | 10 | | | 16 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 6 | 11 | | | 17 |
| 4:15 | 1 | 1 | | | 2 | 16:15 | 8 | 8 | | | 16 |
| 4:30 | 5 | 0 | | | 5 | 16:30 | 6 | 11 | | | 17 |
| 4:45 | 6 | 0 | | | 6 | 16:45 | 7 | 17 | | | 24 |
| 5:00 | 6 | 7 | | | 13 | 17:00 | 1 | 8 | | | 9 |
| 5:15 | 6 | 1 | | | 7 | 17:15 | 4 | 6 | | | 10 |
| 5:30 | 9 | 1 | | | 10 | 17:30 | 8 | 11 | | | 19 |
| 5:45 | 16 | 8 | | | 24 | 17:45 | 14 | 8 | | | 22 |
| 6:00 | 7 | 15 | | | 22 | 18:00 | 9 | 20 | | | 29 |
| 6:15 | 11 | 9 | | | 20 | 18:15 | 6 | 8 | | | 14 |
| 6:30 | 9 | 4 | | | 13 | 18:30 | 4 | 8 | | | 12 |
| 6:45 | 11 | 1 | | | 12 | 18:45 | 1 | 6 | | | 7 |
| 7:00 | 11 | 1 | | | 12 | 19:00 | 3 | 4 | | | 7 |
| 7:15 | 1 | 2 | | | 3 | 19:15 | 4 | 2 | | | 6 |
| 7:30 | 7 | 3 | | | 10 | 19:30 | 3 | 3 | | | 6 |
| 7:45 | 8 | 2 | | | 10 | 19:45 | 2 | 1 | | | 3 |
| 8:00 | 8 | 4 | | | 12 | 20:00 | 0 | 2 | | | 2 |
| 8:15 | 12 | 2 | | | 14 | 20:15 | 2 | 3 | | | 5 |
| 8:30 | 13 | 2 | | | 15 | 20:30 | 3 | 2 | | | 5 |
| 8:45 | 17 | 4 | | | 21 | 20:45 | 3 | 1 | | | 4 |
| 9:00 | 19 | 11 | | | 30 | 21:00 | 2 | 6 | | | 8 |
| 9:15 | 17 | 3 | | | 20 | 21:15 | 1 | 4 | | | 5 |
| 9:30 | 14 | 8 | | | 22 | 21:30 | 1 | 3 | | | 4 |
| 9:45 | 15 | 11 | | | 26 | 21:45 | 6 | 4 | | | 10 |
| 10:00 | 7 | 11 | | | 18 | 22:00 | 0 | 7 | | | 7 |
| 10:15 | 15 | 5 | | | 20 | 22:15 | 1 | 1 | | | 2 |
| 10:30 | 17 | 9 | | | 26 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 16 | 17 | | | 33 | 22:45 | 2 | 0 | | | 2 |
| 11:00 | 13 | 14 | | | 27 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 6 | 11 | | | 17 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 11 | 12 | | | 23 | 23:30 | 0 | 2 | | | 2 |
| 11:45 | 9 | 11 | | | 20 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 331 | 191 | 0 | 0 | 522 | TOTALS | 273 | 357 | 0 | 0 | 630 |
| SPLIT % | 63% | 37% | 0% | 0% | 45% | SPLIT % | 43% | 57% | 0% | 0% | 55% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 0 | | | 3 |
| 01:00 | 02:00 | 1 | 1 | | | 2 |
| 02:00 | 03:00 | 2 | 0 | | | 2 |
| 03:00 | 04:00 | 2 | 0 | | | 2 |
| 04:00 | 05:00 | 12 | 1 | | | 13 |
| 05:00 | 06:00 | 37 | 17 | | | 54 |
| 06:00 | 07:00 | 38 | 29 | | | 67 |
| 07:00 | 08:00 | 27 | 8 | | | 35 |
| 08:00 | 09:00 | 50 | 12 | | | 62 |
| 09:00 | 10:00 | 65 | 33 | | | 98 |
| 10:00 | 11:00 | 55 | 42 | | | 97 |
| 11:00 | 12:00 | 39 | 48 | | | 87 |
| 12:00 | 13:00 | 46 | 38 | | | 84 |
| 13:00 | 14:00 | 57 | 51 | | | 108 |
| 14:00 | 15:00 | 40 | 57 | | | 97 |
| 15:00 | 16:00 | 23 | 44 | | | 67 |
| 16:00 | 17:00 | 27 | 47 | | | 74 |
| 17:00 | 18:00 | 27 | 33 | | | 60 |
| 18:00 | 19:00 | 20 | 42 | | | 62 |
| 19:00 | 20:00 | 12 | 10 | | | 22 |
| 20:00 | 21:00 | 8 | 8 | | | 16 |
| 21:00 | 22:00 | 10 | 17 | | | 27 |
| 22:00 | 23:00 | 3 | 8 | | | 11 |
| 23:00 | 00:00 | 0 | 2 | | | 2 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 331 | 191 | | | 522 |
| Peak Hour | 8:45 | 10:45 | | | 10:15 |
| Peak Volume | 67 | 54 | | | 106 |
| Peak Hour Factor | 0.882 | 0.794 | | | 0.803 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 273 | 357 | | | 630 |
| Peak Hour | 12:30 | 13:30 | | | 13:45 |
| Peak Volume | 66 | 66 | | | 111 |
| Peak Hour Factor | 0.868 | 0.917 | | | 0.925 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 77 | 20 | | | 97 |
| Peak Hour | 8:00 | 8:00 | | | 8:00 |
| Peak Volume | 50 | 12 | | | 62 |
| Peak Hour Factor | 0.735 | 0.750 | | | 0.738 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 54 | 80 | | | 134 |
| Peak Hour | 16:00 | 16:00 | | | 16:00 |
| Peak Volume | 27 | 47 | | | 74 |
| Peak Hour Factor | 0.844 | 0.691 | | | 0.771 |



Prepared by National Data & Surveying Services

# SPEED

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_009

### HOURLY BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 3 | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 1 | 0 | 0 | 3 | 11 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 35 |
| 6:00 | 0 | 0 | 0 | 0 | 8 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 29 |
| 7:00 | 1 | 0 | 0 | 2 | 14 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 0 | 0 | 0 | 0 | 5 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:00 | 0 | 0 | 0 | 2 | 16 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 0 | 0 | 0 | 2 | 16 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:00 | 0 | 1 | 0 | 2 | 16 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 | 0 | 0 | 0 | 3 | 24 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 0 | 1 | 0 | 4 | 23 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:00 | 1 | 1 | 1 | 4 | 15 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:00 | 0 | 0 | 0 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 1 | 0 | 0 | 2 | 7 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 1 | 1 | 0 | 3 | 5 | 11 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 0 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 1 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 5 | 4 | 3 | 39 | 193 | 195 | 79 | 11 | 4 | 1 | 0 | 0 | 0 | 534 |
| % of Totals | 1% | 1% | 1% | 7% | 36% | 37% | 15% | 2% | 1% | 0% | | | | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 2 | 1 | 8 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 1 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 2 | 0 | 0 | 1 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 1 | 0 | 1 | 3 | 5 | 23 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 38 |
| 12:00 | 0 | 0 | 0 | 1 | 8 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 0 | 0 | 5 | 19 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 0 | 0 | 4 | 13 | 31 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 60 |
| 15:00 | 0 | 0 | 0 | 2 | 17 | 17 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 | 0 | 0 | 2 | 3 | 13 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 0 | 0 | 1 | 1 | 6 | 19 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 41 |
| 18:00 | 0 | 1 | 2 | 3 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 4 | 1 | 9 | 35 | 124 | 202 | 75 | 10 | 4 | 0 | 0 | 0 | 0 | 464 |
| % of Totals | 1% | 0% | 2% | 8% | 27% | 44% | 16% | 2% | 1% | | | | | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 3 | 7 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 1 | 0 | 1 | 3 | 13 | 13 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 40 |
| 6:00 | 0 | 0 | 2 | 1 | 16 | 30 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 57 |
| 7:00 | 1 | 0 | 0 | 2 | 16 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:00 | 1 | 0 | 0 | 2 | 5 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 | 2 | 0 | 0 | 3 | 21 | 25 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:00 | 0 | 0 | 0 | 4 | 21 | 35 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 11:00 | 1 | 1 | 1 | 5 | 21 | 40 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 84 |
| 12:00 | 0 | 0 | 0 | 4 | 32 | 45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 93 |
| 13:00 | 0 | 1 | 0 | 9 | 42 | 34 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 103 |
| 14:00 | 1 | 1 | 1 | 8 | 28 | 43 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 99 |
| 15:00 | 0 | 0 | 0 | 2 | 25 | 22 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 63 |
| 16:00 | 1 | 0 | 2 | 5 | 20 | 20 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:00 | 1 | 1 | 1 | 4 | 11 | 30 | 21 | 2 | 1 | 1 | 0 | 0 | 0 | 73 |
| 18:00 | 0 | 1 | 2 | 6 | 6 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 19:00 | 0 | 0 | 0 | 4 | 5 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 0 | 0 | 3 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 0 | 1 | 3 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 0 | 2 | 7 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Totals | 9 | 5 | 12 | 74 | 317 | 397 | 154 | 21 | 8 | 1 | 0 | 0 | 0 | 998 |
| % of Totals | 1% | 1% | 1% | 7% | 32% | 40% | 15% | 2% | 1% | 0% | | | | 100% |

### STATISTICS

NORTHBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 2 | 1 | 1 | 14 | 93 | 99 | 41 | 6 | 4 | 0 | 0 | 0 | 0 | 261 |
| % | 0% | 0% | 0% | 3% | 17% | 19% | 8% | 1% | 1% | 0% | 0% | 0% | 0% | 49% |
| Peak Hour | 5:00 | 10:15 | 0:00 | 4:00 | 9:45 | 10:30 | 11:45 | 7:15 | 5:15 | 0:00 | 0:00 | 0:00 | 0:00 | 10:15 |
| Peak Volume | 1 | 1 | 1 | 3 | 19 | 22 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 50 |
| 12:00 - 24:00 | 3 | 3 | 2 | 25 | 100 | 96 | 38 | 5 | 0 | 1 | 0 | 0 | 0 | 273 |
| % | 1% | 1% | 0% | 5% | 19% | 18% | 7% | 1% | 0% | 0% | 0% | 0% | 0% | 51% |
| Peak Hour | 16:45 | 13:00 | 13:45 | 13:15 | 12:30 | 12:15 | 17:00 | 12:15 | 12:00 | 16:45 | 12:00 | 12:00 | 12:00 | 12:30 |
| Peak Volume | 2 | 1 | 1 | 7 | 26 | 23 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 61 |
| 07:00 - 09:00 | 1 | 0 | 0 | 2 | 19 | 14 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 42 |
| % | 0% | 0% | 0% | 0% | 4% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 8% |
| Peak Hour | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 | 7:45 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 |
| Peak Volume | 1 | 0 | 0 | 2 | 14 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:00 - 18:00 | 2 | 1 | 0 | 5 | 12 | 23 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 61 |
| % | 0% | 0% | 0% | 1% | 2% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 11% |
| Peak Hour | 16:45 | 16:15 | 16:00 | 17:00 | 16:15 | 16:00 | 17:00 | 16:00 | 16:00 | 16:45 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 2 | 1 | 0 | 3 | 8 | 12 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 32 |

SOUTHBOUND

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 4 | 0 | 4 | 10 | 31 | 69 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 137 |
| % | 1% | 0% | 1% | 2% | 6% | 13% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 26% |
| Peak Hour | 9:00 | 0:00 | 5:45 | 8:15 | 5:30 | 11:15 | 11:30 | 8:45 | 10:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 2 | 0 | 2 | 3 | 8 | 26 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 38 |
| 12:00 - 24:00 | 0 | 1 | 5 | 25 | 93 | 133 | 59 | 8 | 3 | 0 | 0 | 0 | 0 | 327 |
| % | 0% | 0% | 1% | 5% | 17% | 25% | 11% | 1% | 1% | 0% | 0% | 0% | 0% | 61% |
| Peak Hour | 12:00 | 18:00 | 15:30 | 13:00 | 12:45 | 14:00 | 17:15 | 21:45 | 13:45 | 12:00 | 12:00 | 12:00 | 12:00 | 13:45 |
| Peak Volume | 0 | 1 | 2 | 5 | 21 | 31 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 61 |
| 07:00 - 09:00 | 1 | 0 | 0 | 2 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% |
| Peak Hour | 7:15 | 7:00 | 7:00 | 7:45 | 7:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 8:00 |
| Peak Volume | 1 | 0 | 0 | 2 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 - 18:00 | 0 | 0 | 3 | 4 | 19 | 27 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 71 |
| % | 0% | 0% | 1% | 1% | 4% | 5% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 13% |
| Peak Hour | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 0 | 0 | 2 | 3 | 13 | 19 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 41 |

TOTALS

| Period | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 - 12:00 | 6 | 1 | 5 | 24 | 124 | 168 | 57 | 8 | 5 | 0 | 0 | 0 | 0 | 398 |
| % | 1% | 0% | 1% | 4% | 23% | 31% | 11% | 1% | 1% | 0% | 0% | 0% | 0% | 75% |
| Peak Hour | 7:15 | 10:15 | 5:45 | 10:30 | 9:45 | 11:15 | 11:30 | 7:15 | 5:15 | 0:00 | 0:00 | 0:00 | 0:00 | 11:00 |
| Peak Volume | 2 | 1 | 2 | 5 | 25 | 44 | 16 | 2 | 3 | 0 | 0 | 0 | 0 | 84 |
| 12:00 - 24:00 | 3 | 4 | 7 | 50 | 193 | 229 | 97 | 13 | 3 | 1 | 0 | 0 | 0 | 600 |
| % | 1% | 1% | 1% | 9% | 36% | 43% | 18% | 2% | 1% | 0% | 0% | 0% | 0% | 112% |
| Peak Hour | 16:45 | 13:00 | 15:30 | 13:15 | 12:45 | 12:00 | 17:15 | 21:45 | 13:45 | 16:45 | 12:00 | 12:00 | 12:00 | 12:45 |
| Peak Volume | 2 | 1 | 2 | 11 | 47 | 45 | 25 | 3 | 2 | 1 | 0 | 0 | 0 | 114 |
| 07:00 - 09:00 | 2 | 0 | 0 | 4 | 21 | 20 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 55 |
| % | 0% | 0% | 0% | 1% | 4% | 4% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 10% |
| Peak Hour | 7:15 | 7:00 | 7:00 | 7:30 | 7:00 | 8:00 | 8:00 | 7:15 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:15 |
| Peak Volume | 2 | 0 | 0 | 3 | 16 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 - 18:00 | 2 | 1 | 3 | 9 | 31 | 50 | 31 | 3 | 1 | 1 | 0 | 0 | 0 | 132 |
| % | 0% | 0% | 1% | 2% | 6% | 9% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 25% |
| Peak Hour | 16:45 | 16:15 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:45 | 16:00 | 16:00 | 16:00 | 17:00 |
| Peak Volume | 2 | 1 | 2 | 5 | 20 | 30 | 21 | 2 | 1 | 1 | 0 | 0 | 0 | 73 |

| Direction | Percentiles 15th | 50th | Average | 85th | 95th | ADT |
|---|---|---|---|---|---|---|
| NORTHBOUND | 31 | 36 | 36 | 41 | 44 | 534 |
| SOUTHBOUND | 31 | 36 | 36 | 41 | 44 | 464 |
| TOTALS | 31 | 36 | 36 | 41 | 44 | 998 |

### 15-MINUTE BREAKDOWN

NORTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 5:45 | 1 | 0 | 0 | 3 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 | 1 | 0 | 0 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:30 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 | 0 | 0 | 0 | 1 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:15 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 0 | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 1 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 | 0 | 0 | 0 | 0 | 5 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:00 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 | 0 | 0 | 0 | 1 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:45 | 0 | 0 | 0 | 1 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:15 | 0 | 0 | 0 | 1 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:30 | 0 | 0 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 1 | 0 | 2 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 1 | 0 | 0 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:30 | 0 | 0 | 1 | 0 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 1 | 0 | 1 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 1 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 17:45 | 0 | 0 | 0 | 2 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 5 | 4 | 3 | 39 | 193 | 195 | 79 | 11 | 4 | 1 | 0 | 0 | 0 | 534 |
| % of Totals | 1% | 1% | 1% | 7% | 36% | 37% | 15% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

SOUTHBOUND

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 1 | 1 | 7 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 11:15 | 0 | 0 | 0 | 2 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:45 | 0 | 0 | 1 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 | 0 | 0 | 0 | 0 | 5 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 0 | 0 | 1 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 0 | 0 | 3 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 0 | 0 | 0 | 0 | 3 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 0 | 0 | 0 | 3 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 0 | 0 | 0 | 3 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:15 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:45 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 1 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 1 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 1 | 2 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 1 | 1 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4 | 1 | 9 | 35 | 124 | 202 | 75 | 10 | 4 | 0 | 0 | 0 | 0 | 464 |
| % of Totals | 1% | 0% | 2% | 8% | 27% | 44% | 16% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

TOTALS

| Time | 5-15 | 15-20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-99 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 | 0 | 0 | 0 | 0 | 6 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 5:45 | 1 | 0 | 0 | 3 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 6:00 | 0 | 0 | 1 | 1 | 9 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 30 |
| 6:15 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 | 0 | 0 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 | 1 | 0 | 0 | 1 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 | 0 | 0 | 0 | 0 | 6 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:30 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 | 2 | 0 | 0 | 1 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 0 | 0 | 1 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 0 | 0 | 1 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:45 | 0 | 0 | 0 | 1 | 4 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 1 | 1 | 0 | 1 | 5 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 0 | 0 | 2 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:30 | 0 | 0 | 0 | 1 | 4 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:45 | 0 | 0 | 1 | 1 | 8 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 0 | 0 | 5 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 | 0 | 0 | 0 | 2 | 2 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:30 | 0 | 0 | 0 | 1 | 9 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:45 | 0 | 0 | 0 | 1 | 16 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:00 | 0 | 0 | 0 | 1 | 10 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:15 | 0 | 0 | 0 | 4 | 10 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 13:30 | 0 | 0 | 0 | 1 | 11 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:45 | 0 | 1 | 0 | 3 | 11 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 1 | 0 | 0 | 3 | 6 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:15 | 0 | 0 | 0 | 3 | 7 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 0 | 1 | 0 | 8 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 14:45 | 0 | 1 | 0 | 2 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:00 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:15 | 0 | 0 | 0 | 0 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:30 | 0 | 0 | 0 | 1 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 0 | 0 | 0 | 1 | 6 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 0 | 0 | 1 | 5 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 0 | 0 | 1 | 0 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 1 | 0 | 0 | 0 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 1 | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:15 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 1 | 0 | 0 | 0 | 3 | 8 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 0 | 0 | 3 | 2 | 13 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 0 | 1 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:30 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 9 | 5 | 12 | 74 | 317 | 397 | 154 | 21 | 8 | 1 | 0 | 0 | 0 | 998 |
| % of Totals | 1% | 1% | 1% | 7% | 32% | 40% | 15% | 2% | 1% | 0% | 0% | 0% | 0% | 100% |

Prepared by National Data & Surveying Services

# VOLUME

## Clover Hill Rd Bet Prince William Pkwy & Harry J Parrish Blvd

**Day:** Sunday
**Date:** 3/17/2024

**City:** Manassas
**Project #:** VA24_260055_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 534 | 464 | 0 | 0 | 998 |

DAILY TOTALS

### 15-Minutes Interval

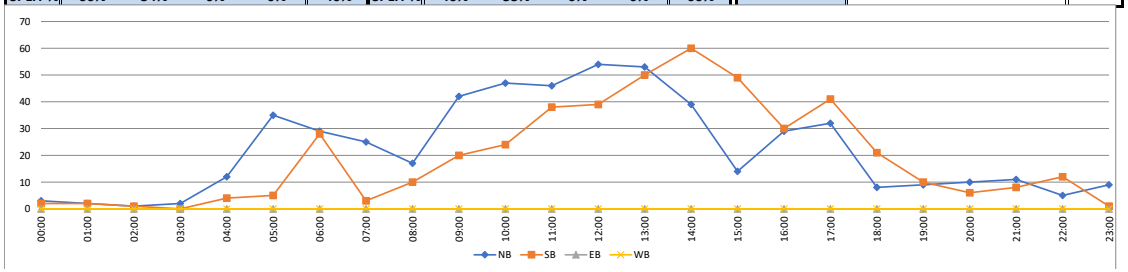
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 0 | | | 1 | 12:00 | 11 | 7 | | | 18 |
| 0:15 | 0 | 2 | | | 2 | 12:15 | 7 | 9 | | | 16 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 17 | 5 | | | 22 |
| 0:45 | 2 | 0 | | | 2 | 12:45 | 19 | 18 | | | 37 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 10 | 14 | | | 24 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 15 | 14 | | | 29 |
| 1:30 | 0 | 1 | | | 1 | 13:30 | 10 | 14 | | | 24 |
| 1:45 | 1 | 1 | | | 2 | 13:45 | 18 | 8 | | | 26 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 10 | 16 | | | 26 |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 3 | 18 | | | 21 |
| 2:30 | 0 | 1 | | | 1 | 14:30 | 13 | 19 | | | 32 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 13 | 7 | | | 20 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 14 | | | 14 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 7 | 11 | | | 18 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 3 | 12 | | | 15 |
| 3:45 | 2 | 0 | | | 2 | 15:45 | 4 | 12 | | | 16 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 9 | 11 | | | 20 |
| 4:15 | 1 | 1 | | | 2 | 16:15 | 8 | 12 | | | 20 |
| 4:30 | 5 | 0 | | | 5 | 16:30 | 4 | 1 | | | 5 |
| 4:45 | 5 | 3 | | | 8 | 16:45 | 8 | 6 | | | 14 |
| 5:00 | 2 | 4 | | | 6 | 17:00 | 5 | 6 | | | 11 |
| 5:15 | 5 | 0 | | | 5 | 17:15 | 3 | 11 | | | 14 |
| 5:30 | 12 | 1 | | | 13 | 17:30 | 10 | 6 | | | 16 |
| 5:45 | 16 | 0 | | | 16 | 17:45 | 14 | 18 | | | 32 |
| 6:00 | 9 | 21 | | | 30 | 18:00 | 1 | 10 | | | 11 |
| 6:15 | 4 | 4 | | | 8 | 18:15 | 3 | 3 | | | 6 |
| 6:30 | 6 | 2 | | | 8 | 18:30 | 2 | 5 | | | 7 |
| 6:45 | 10 | 1 | | | 11 | 18:45 | 2 | 3 | | | 5 |
| 7:00 | 3 | 0 | | | 3 | 19:00 | 4 | 3 | | | 7 |
| 7:15 | 4 | 1 | | | 5 | 19:15 | 0 | 2 | | | 2 |
| 7:30 | 12 | 2 | | | 14 | 19:30 | 3 | 2 | | | 5 |
| 7:45 | 6 | 0 | | | 6 | 19:45 | 2 | 3 | | | 5 |
| 8:00 | 3 | 2 | | | 5 | 20:00 | 2 | 2 | | | 4 |
| 8:15 | 2 | 1 | | | 3 | 20:15 | 2 | 0 | | | 2 |
| 8:30 | 6 | 3 | | | 9 | 20:30 | 2 | 2 | | | 4 |
| 8:45 | 6 | 4 | | | 10 | 20:45 | 4 | 2 | | | 6 |
| 9:00 | 11 | 5 | | | 16 | 21:00 | 2 | 4 | | | 6 |
| 9:15 | 13 | 7 | | | 20 | 21:15 | 3 | 2 | | | 5 |
| 9:30 | 6 | 3 | | | 9 | 21:30 | 3 | 1 | | | 4 |
| 9:45 | 12 | 5 | | | 17 | 21:45 | 3 | 1 | | | 4 |
| 10:00 | 8 | 6 | | | 14 | 22:00 | 1 | 5 | | | 6 |
| 10:15 | 11 | 6 | | | 17 | 22:15 | 2 | 4 | | | 6 |
| 10:30 | 13 | 6 | | | 19 | 22:30 | 2 | 1 | | | 3 |
| 10:45 | 15 | 6 | | | 21 | 22:45 | 0 | 2 | | | 2 |
| 11:00 | 11 | 7 | | | 18 | 23:00 | 4 | 1 | | | 5 |
| 11:15 | 9 | 13 | | | 22 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 11 | 8 | | | 19 | 23:30 | 2 | 0 | | | 2 |
| 11:45 | 15 | 10 | | | 25 | 23:45 | 1 | 0 | | | 1 |
| TOTALS | 261 | 137 | 0 | 0 | 398 | TOTALS | 273 | 327 | 0 | 0 | 600 |
| SPLIT % | 66% | 34% | 0% | 0% | 40% | SPLIT % | 46% | 55% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 3 | 2 | | | 5 |
| 01:00 | 02:00 | 2 | 2 | | | 4 |
| 02:00 | 03:00 | 1 | 1 | | | 2 |
| 03:00 | 04:00 | 2 | 0 | | | 2 |
| 04:00 | 05:00 | 12 | 4 | | | 16 |
| 05:00 | 06:00 | 35 | 5 | | | 40 |
| 06:00 | 07:00 | 29 | 28 | | | 57 |
| 07:00 | 08:00 | 25 | 3 | | | 28 |
| 08:00 | 09:00 | 17 | 10 | | | 27 |
| 09:00 | 10:00 | 42 | 20 | | | 62 |
| 10:00 | 11:00 | 47 | 24 | | | 71 |
| 11:00 | 12:00 | 46 | 38 | | | 84 |
| 12:00 | 13:00 | 54 | 39 | | | 93 |
| 13:00 | 14:00 | 53 | 50 | | | 103 |
| 14:00 | 15:00 | 39 | 60 | | | 99 |
| 15:00 | 16:00 | 14 | 49 | | | 63 |
| 16:00 | 17:00 | 29 | 30 | | | 59 |
| 17:00 | 18:00 | 32 | 41 | | | 73 |
| 18:00 | 19:00 | 8 | 21 | | | 29 |
| 19:00 | 20:00 | 9 | 10 | | | 19 |
| 20:00 | 21:00 | 10 | 6 | | | 16 |
| 21:00 | 22:00 | 11 | 8 | | | 19 |
| 22:00 | 23:00 | 5 | 12 | | | 17 |
| 23:00 | 00:00 | 9 | 1 | | | 10 |

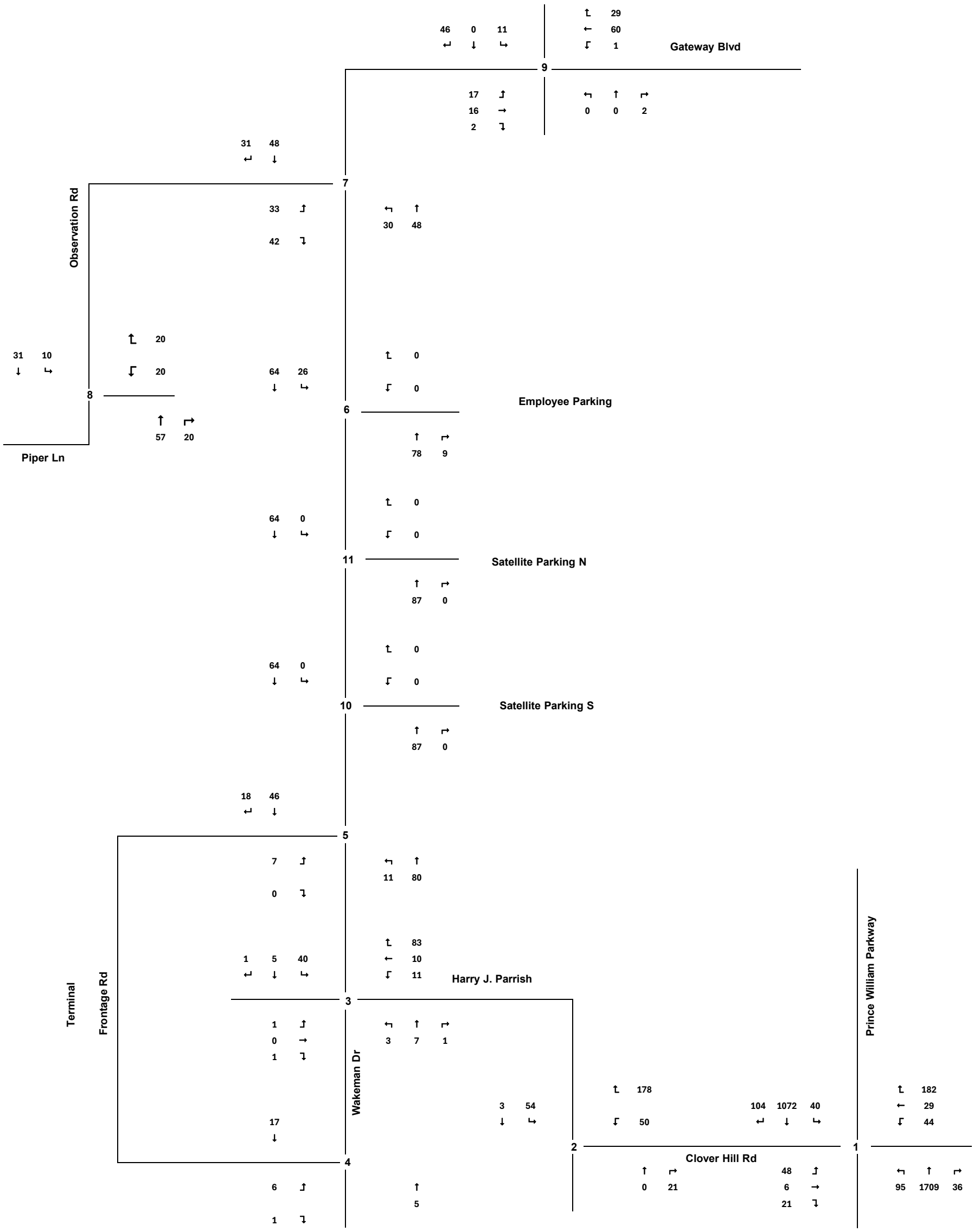
### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 261 | 137 | | | 398 |
| Peak Hour | 10:15 | 11:00 | | | 11:00 |
| Peak Volume | 50 | 38 | | | 84 |
| Peak Hour Factor | 0.833 | 0.731 | | | 0.840 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 273 | 327 | | | 600 |
| Peak Hour | 12:30 | 13:45 | | | 12:45 |
| Peak Volume | 61 | 61 | | | 114 |
| Peak Hour Factor | 0.803 | 0.803 | | | 0.770 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 42 | 13 | | | 55 |
| Peak Hour | 7:00 | 8:00 | | | 7:15 |
| Peak Volume | 25 | 10 | | | 30 |
| Peak Hour Factor | 0.521 | 0.625 | | | 0.536 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 61 | 71 | | | 132 |
| Peak Hour | 17:00 | 17:00 | | | 17:00 |
| Peak Volume | 32 | 41 | | | 73 |
| Peak Hour Factor | 0.571 | 0.569 | | | 0.570 |

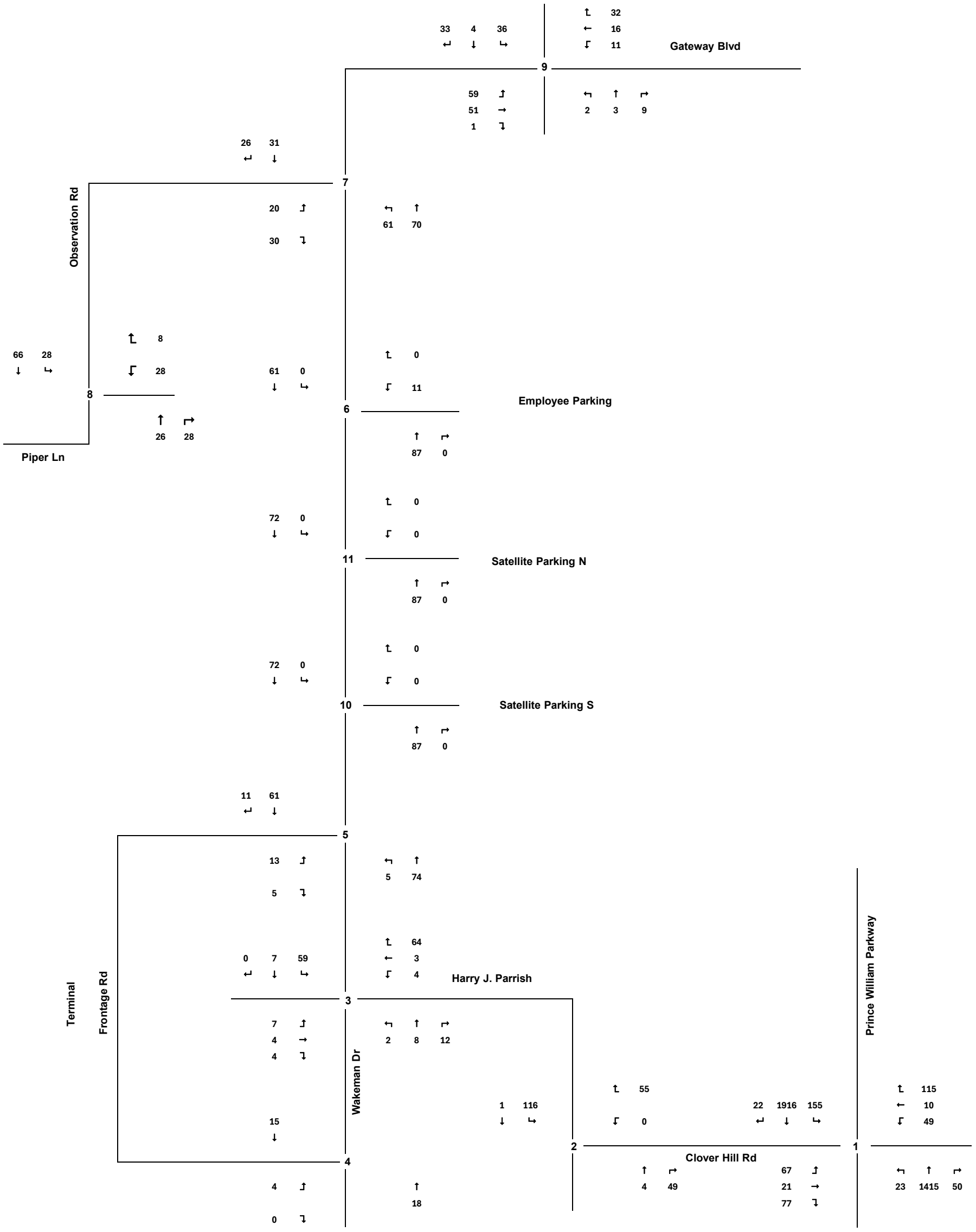


# Appendix G – Volume Maps

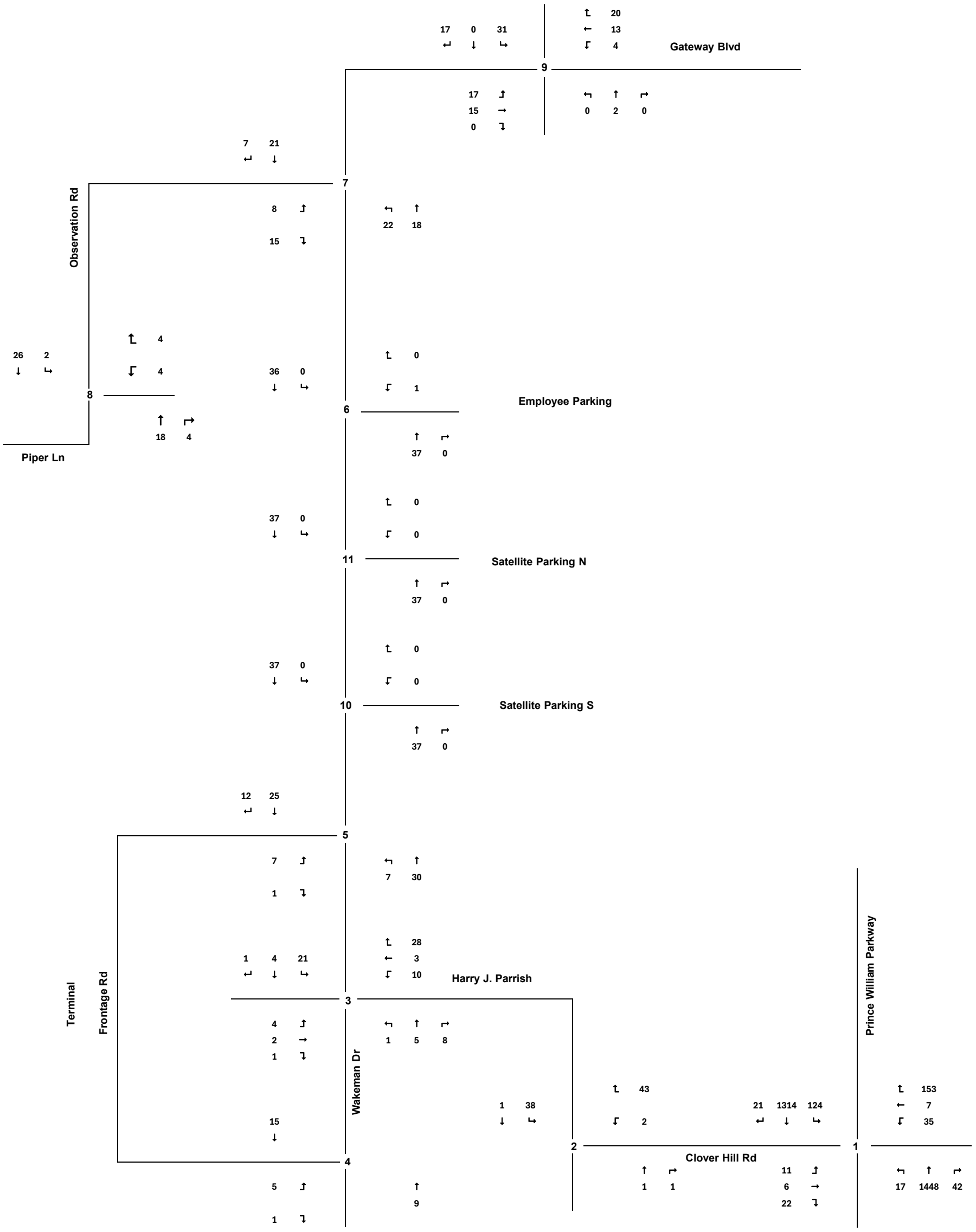
**Scenario:**
**2024 Existing Weekday AM Peak Hour Volumes**



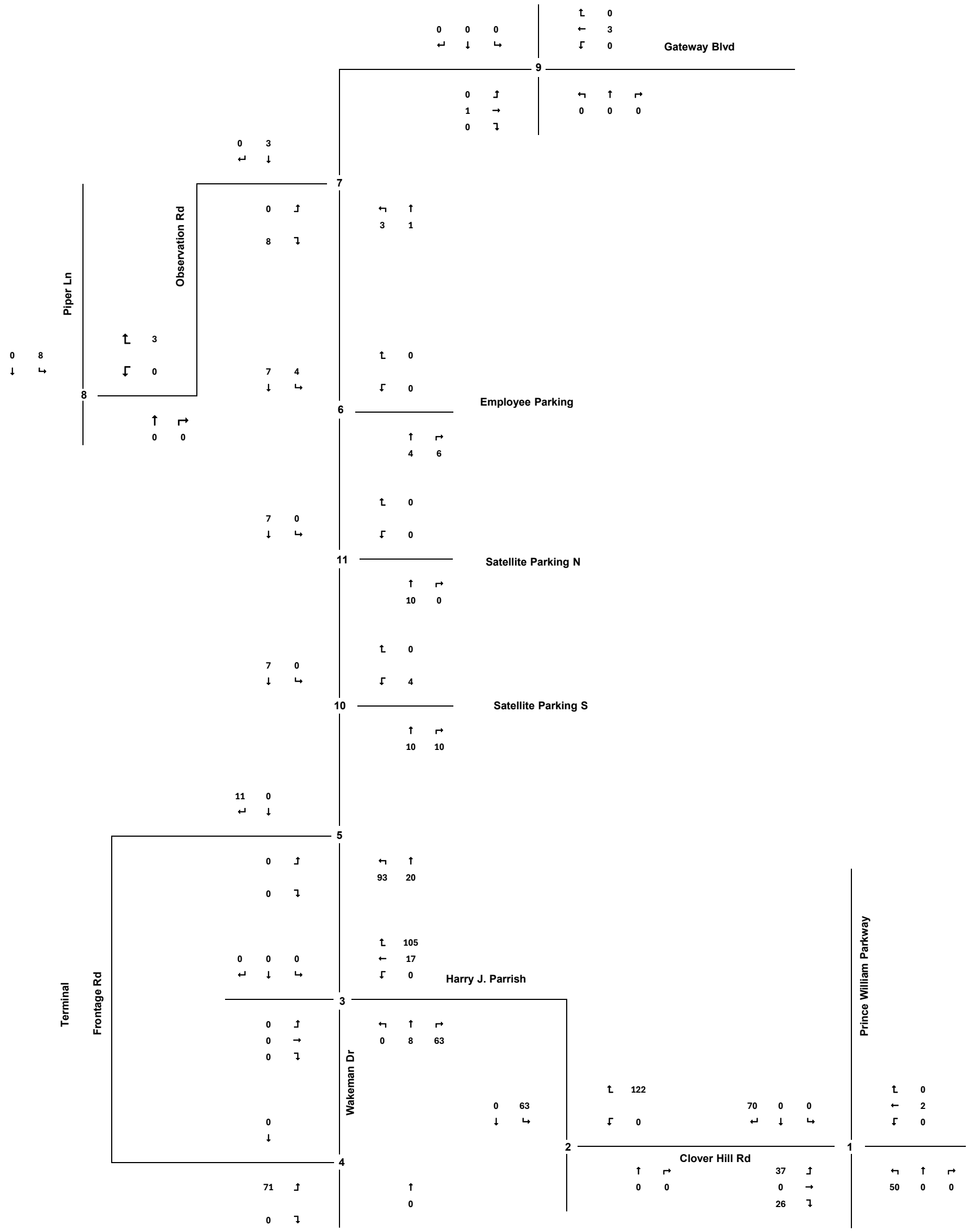
**Scenario:**
**2024 Existing Weekday PM Peak Hour Volumes**



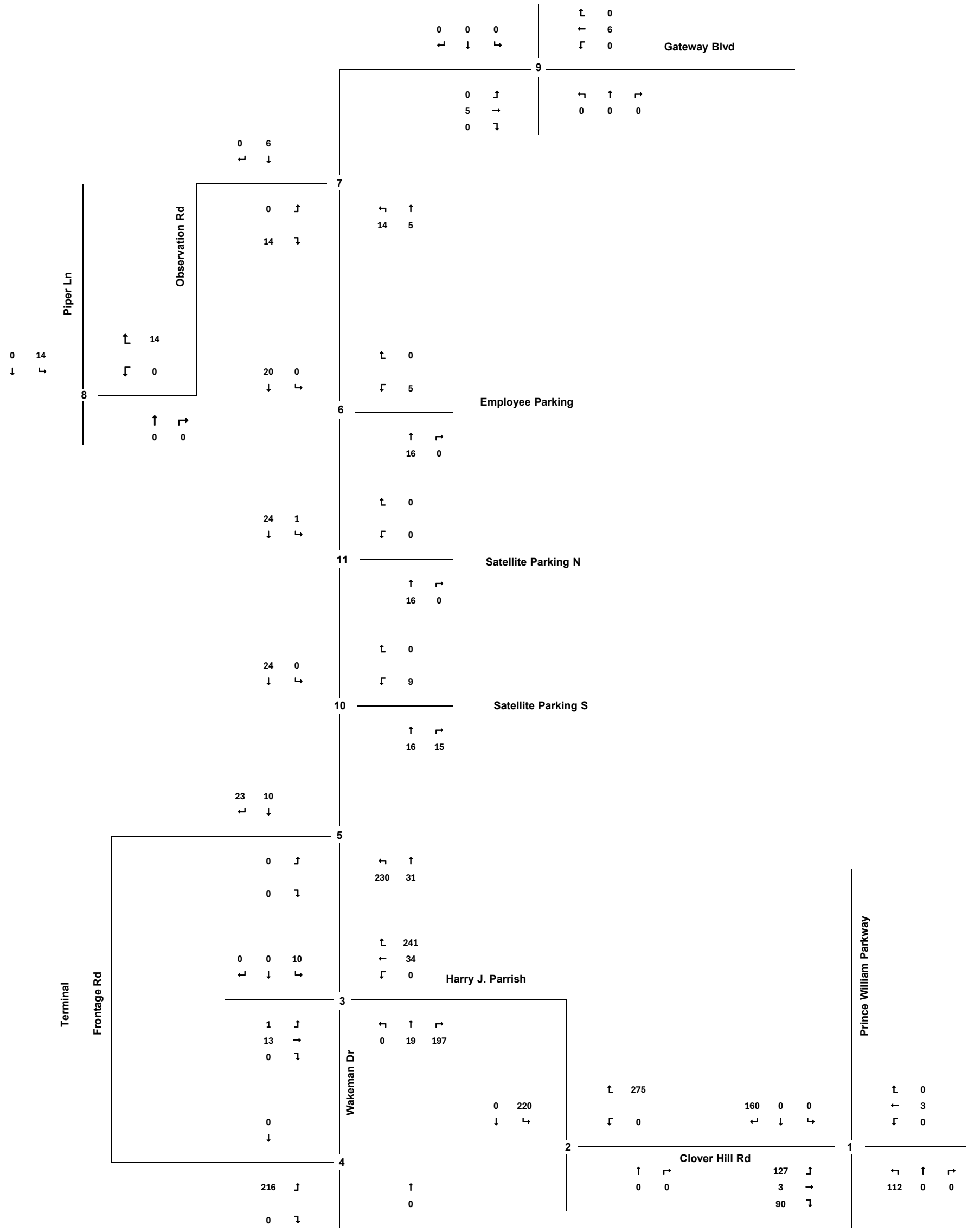
**Scenario:**
**2024 Existing Saturday Midday Peak Hour Volumes**



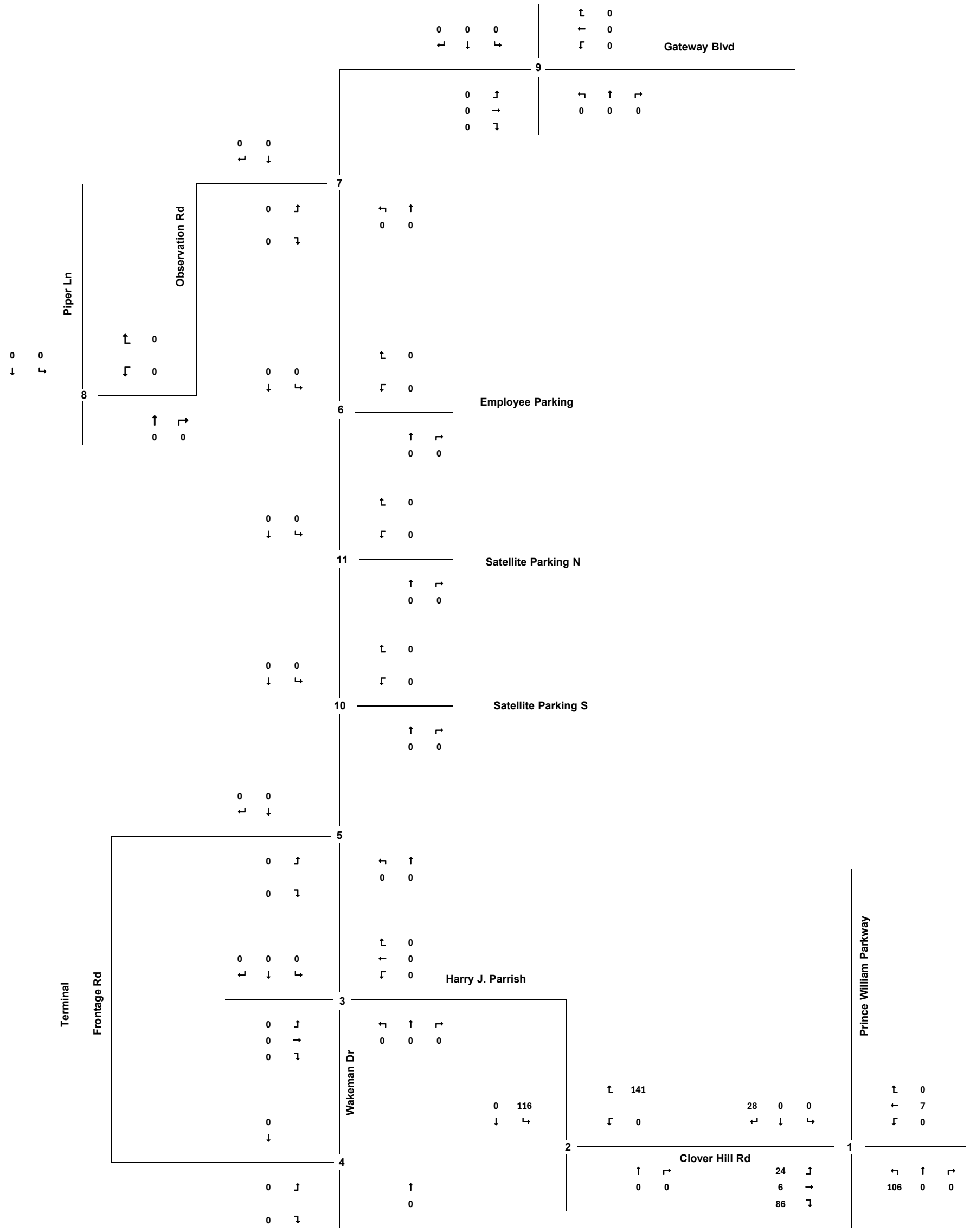
**Scenario:**
**2027 Construction Airport-Specific Weekday AM Peak Hour Increments**



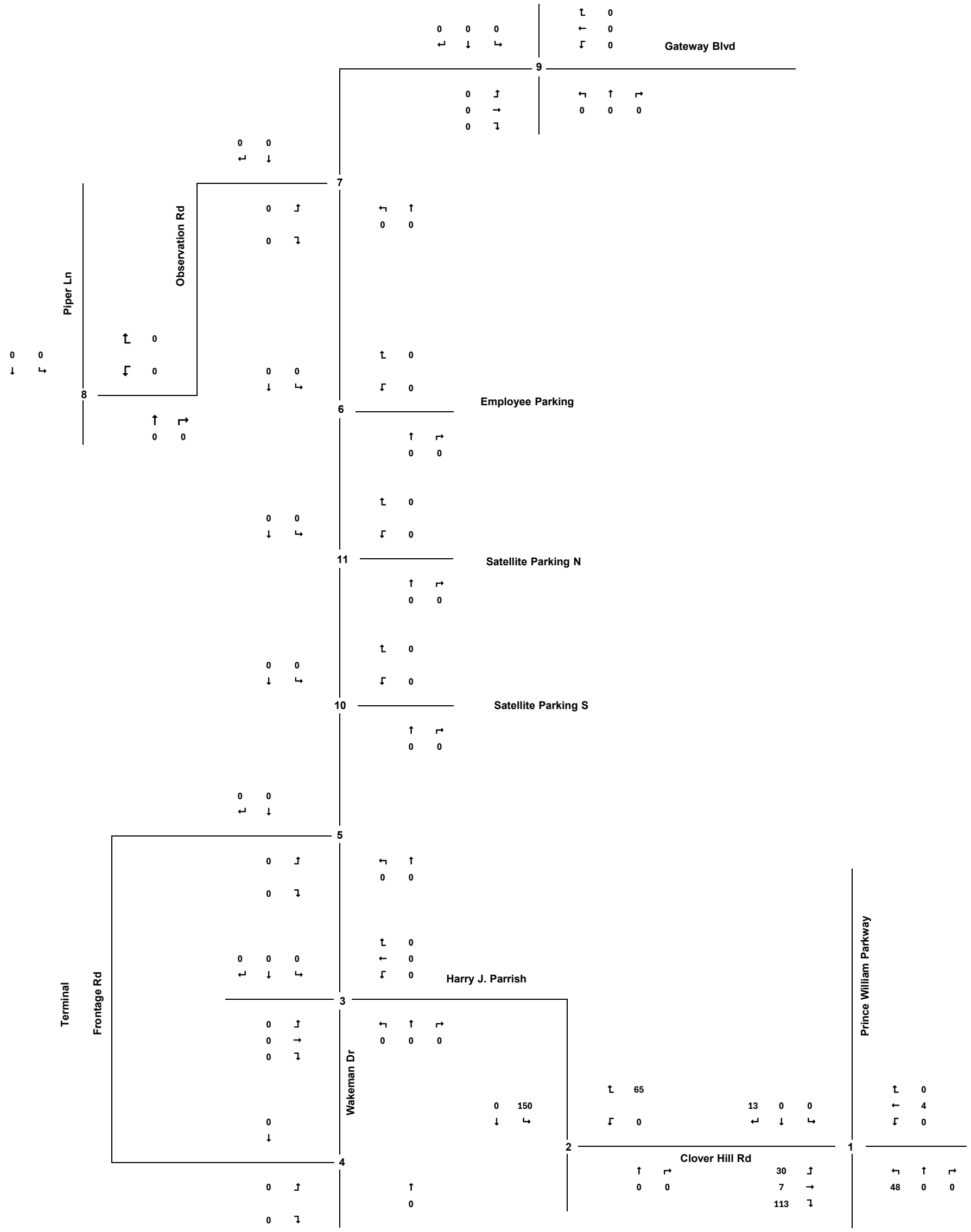
**Scenario:**
**2027 Construction Airport-Specific Weekday PM Peak Hour Increments**



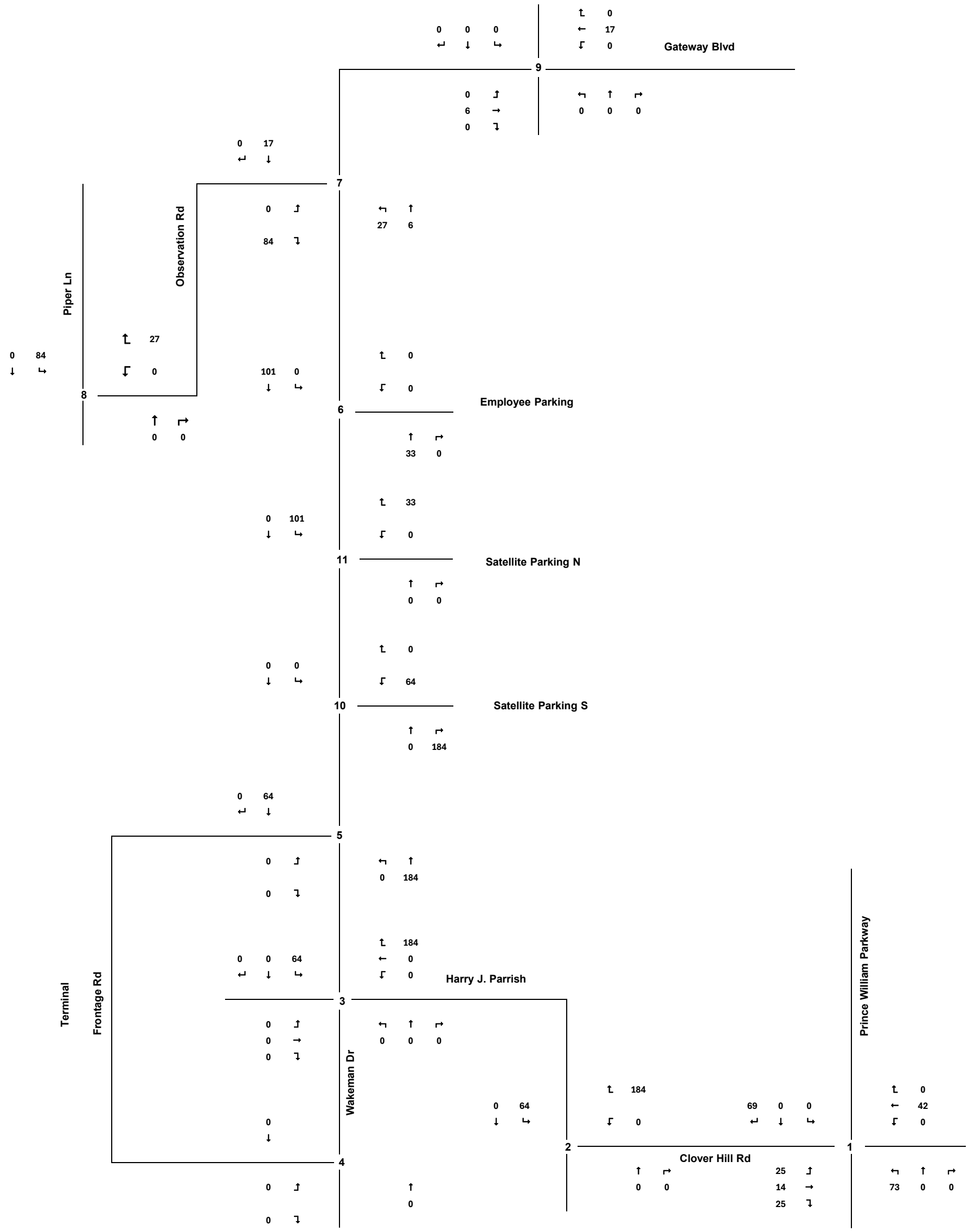
**Scenario:**
**No Build AM Peak Hour Increments - No Build Projects (2027, 2036, and 2041)**



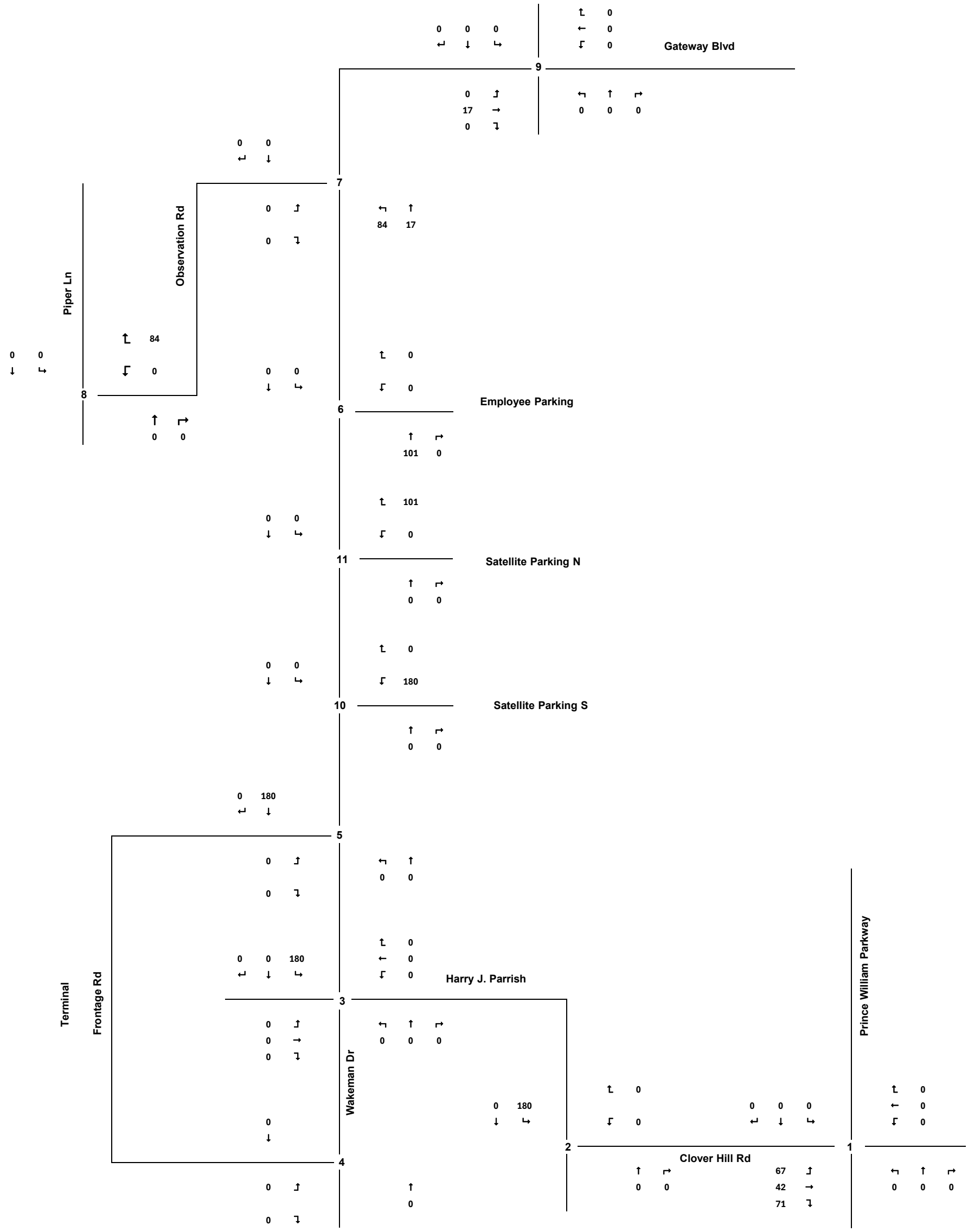
**Scenario:**
**No Build PM Peak Hour Increments - No Build Projects (2027, 2036, and 2041)**



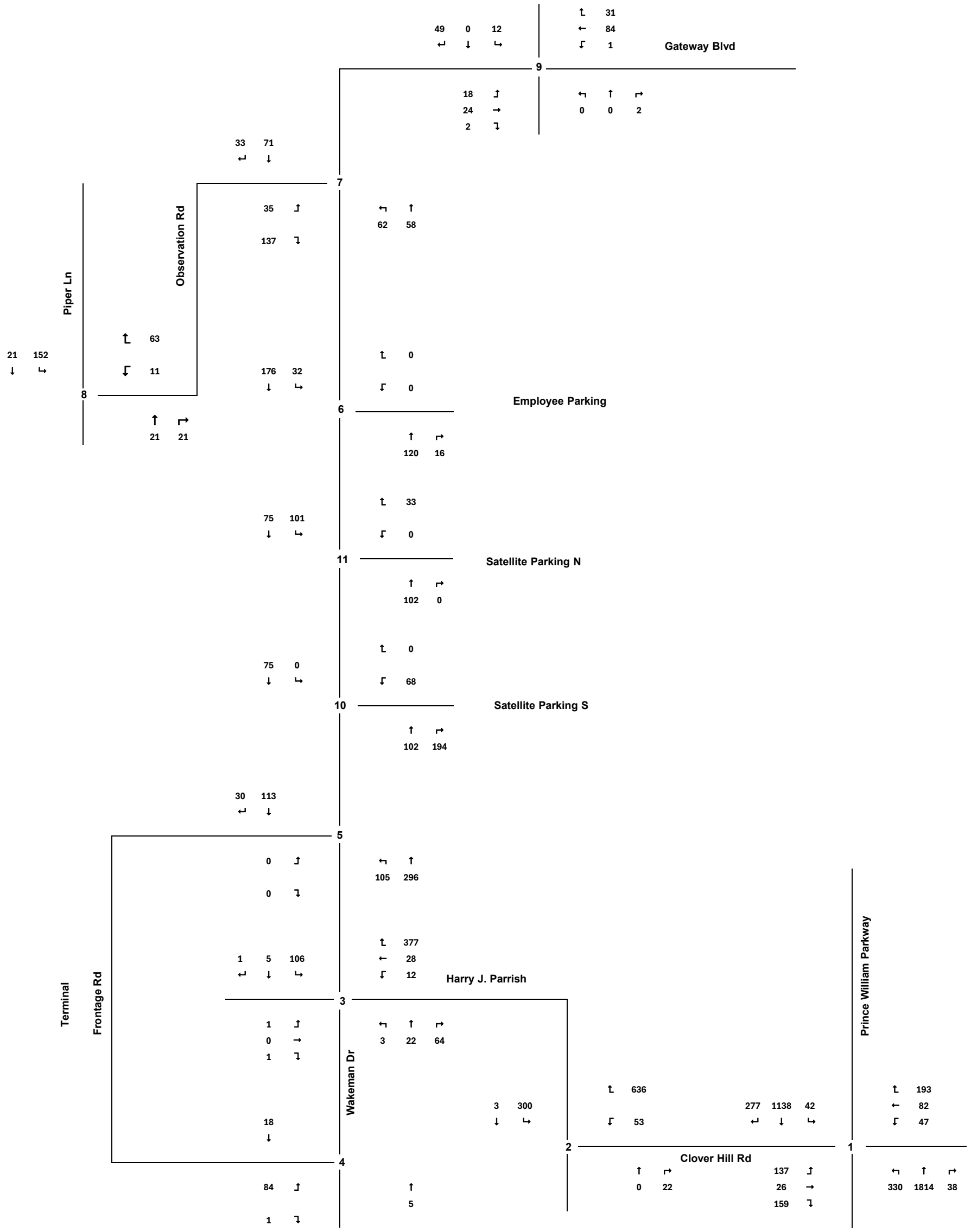
**Scenario:**
**2027 Construction-Specific Weekday AM Peak Hour Increments**



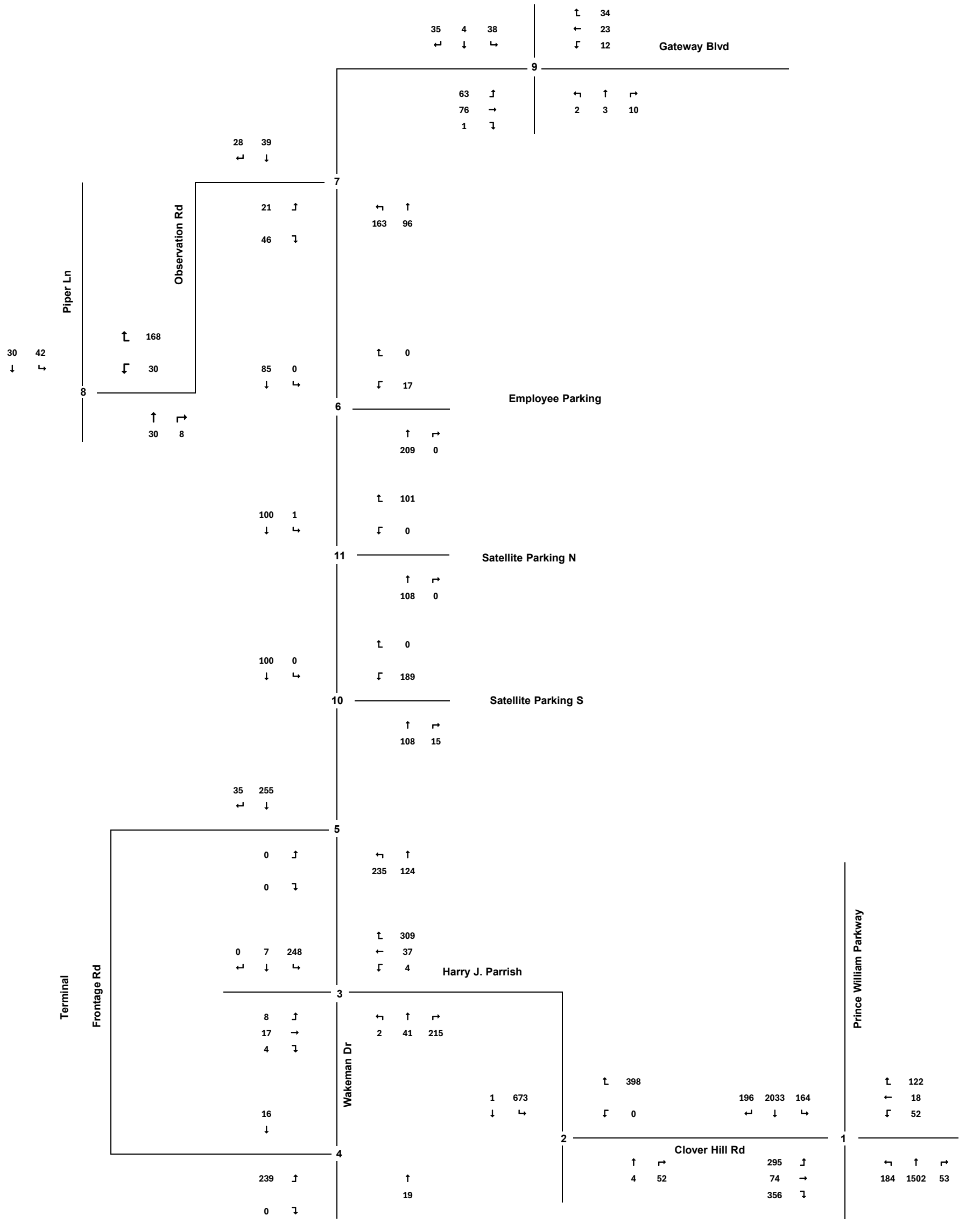
**Scenario:**
**2027 Construction-Specific Weekday PM Peak Hour Increments**



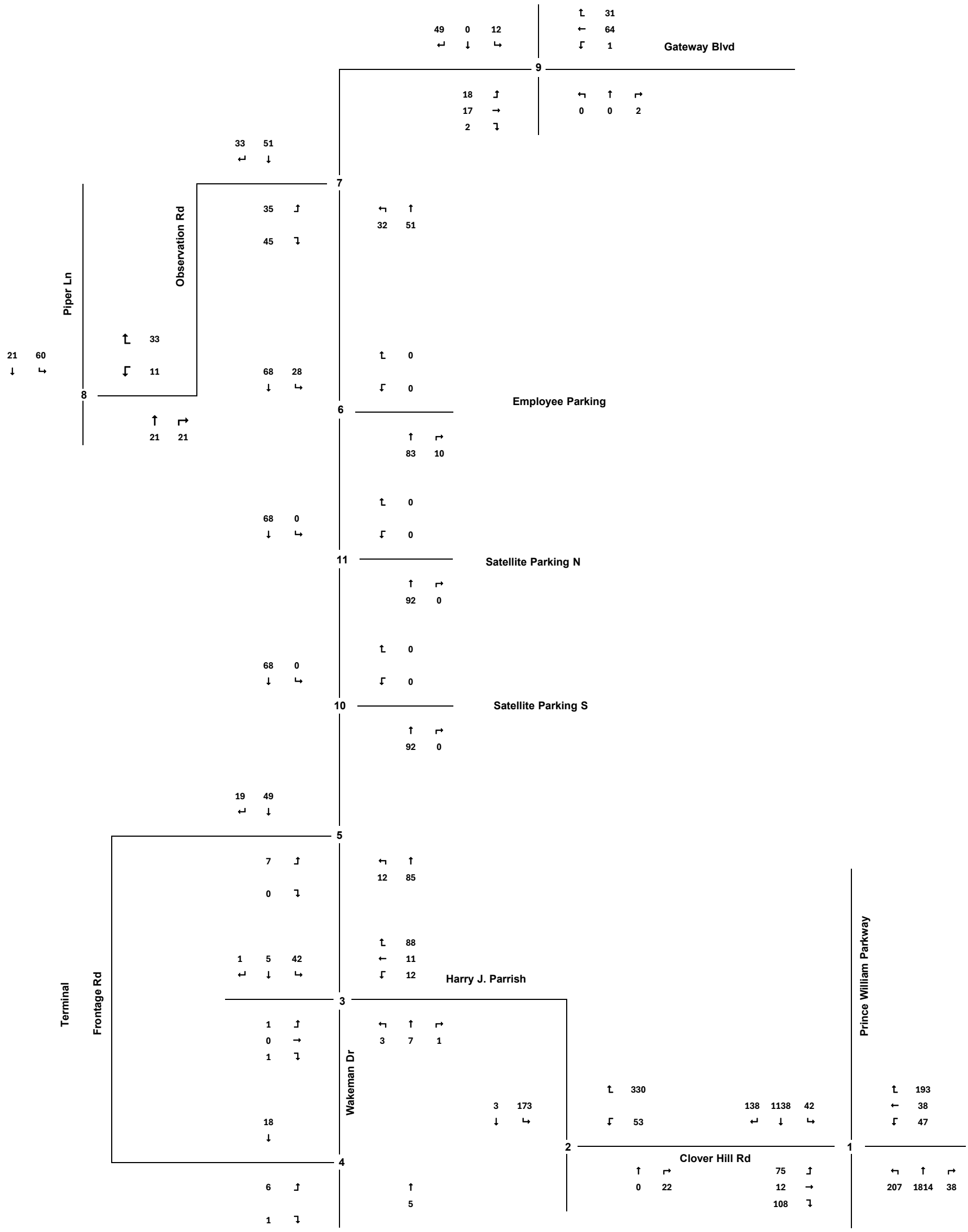
**Scenario:**
**2027 Construction AM Peak Hour Volumes**



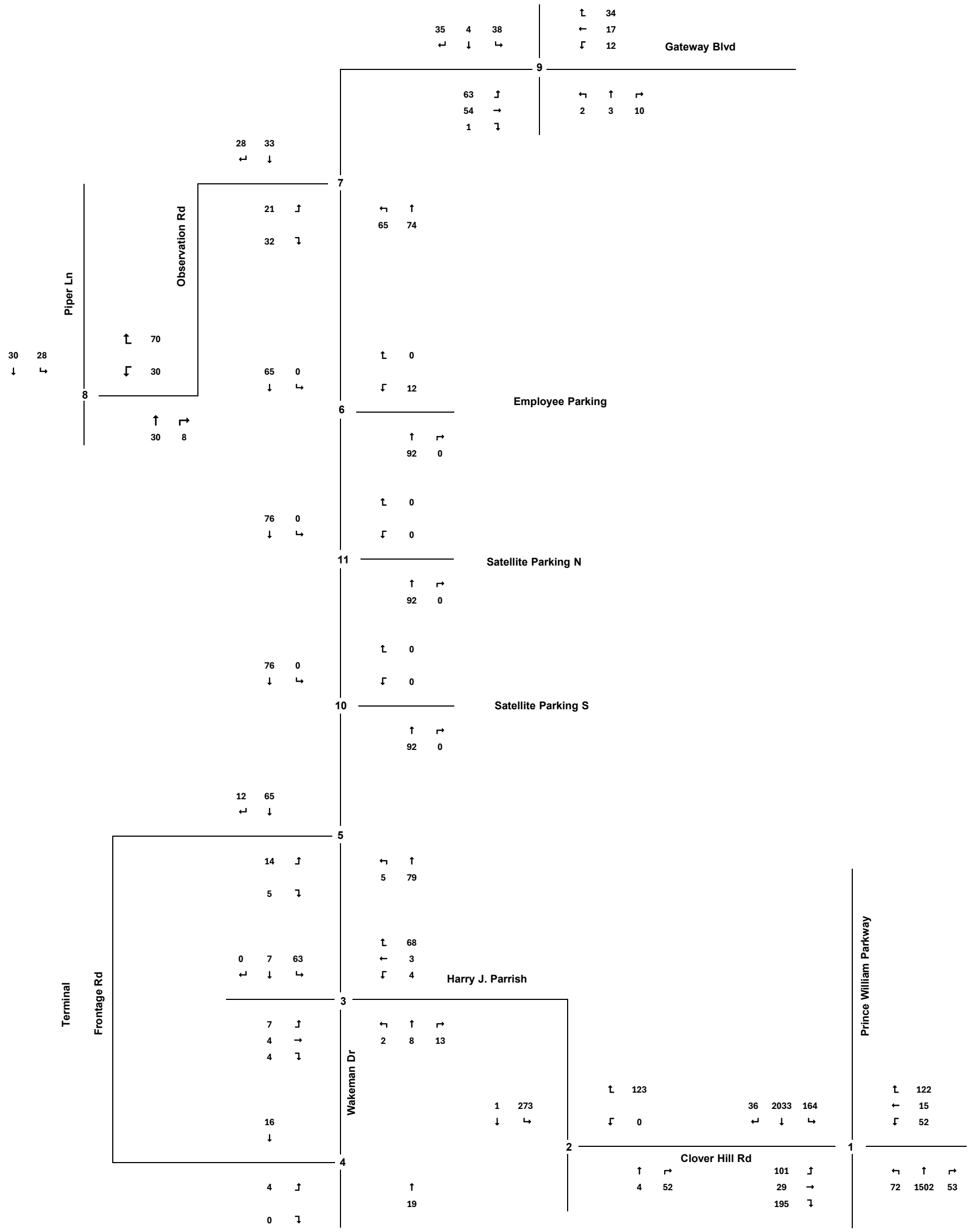
**Scenario:**
**2027 Construction PM Peak Hour Volumes**



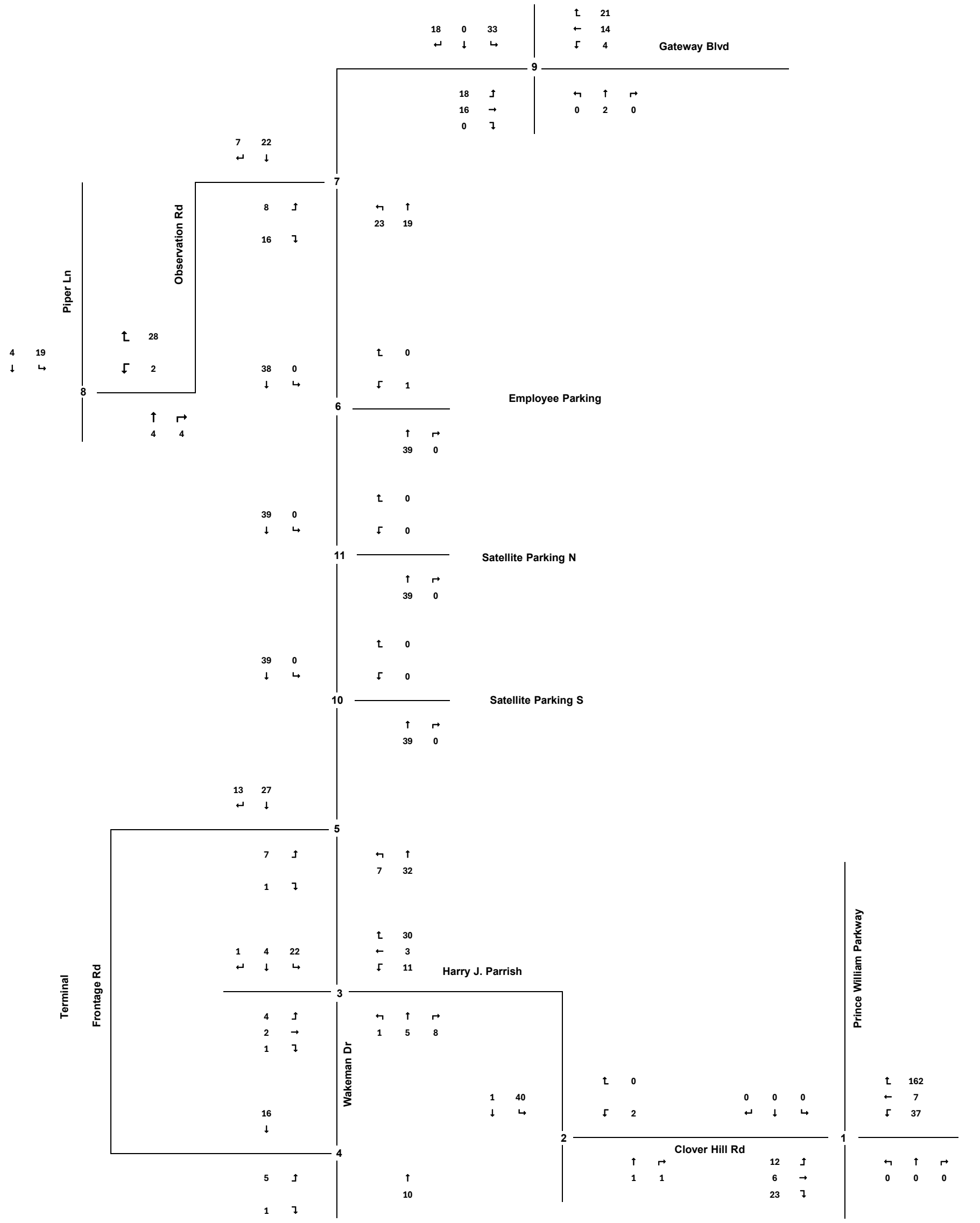
**Scenario:**
**2027 No Build Weekday AM Peak Hour Volumes**



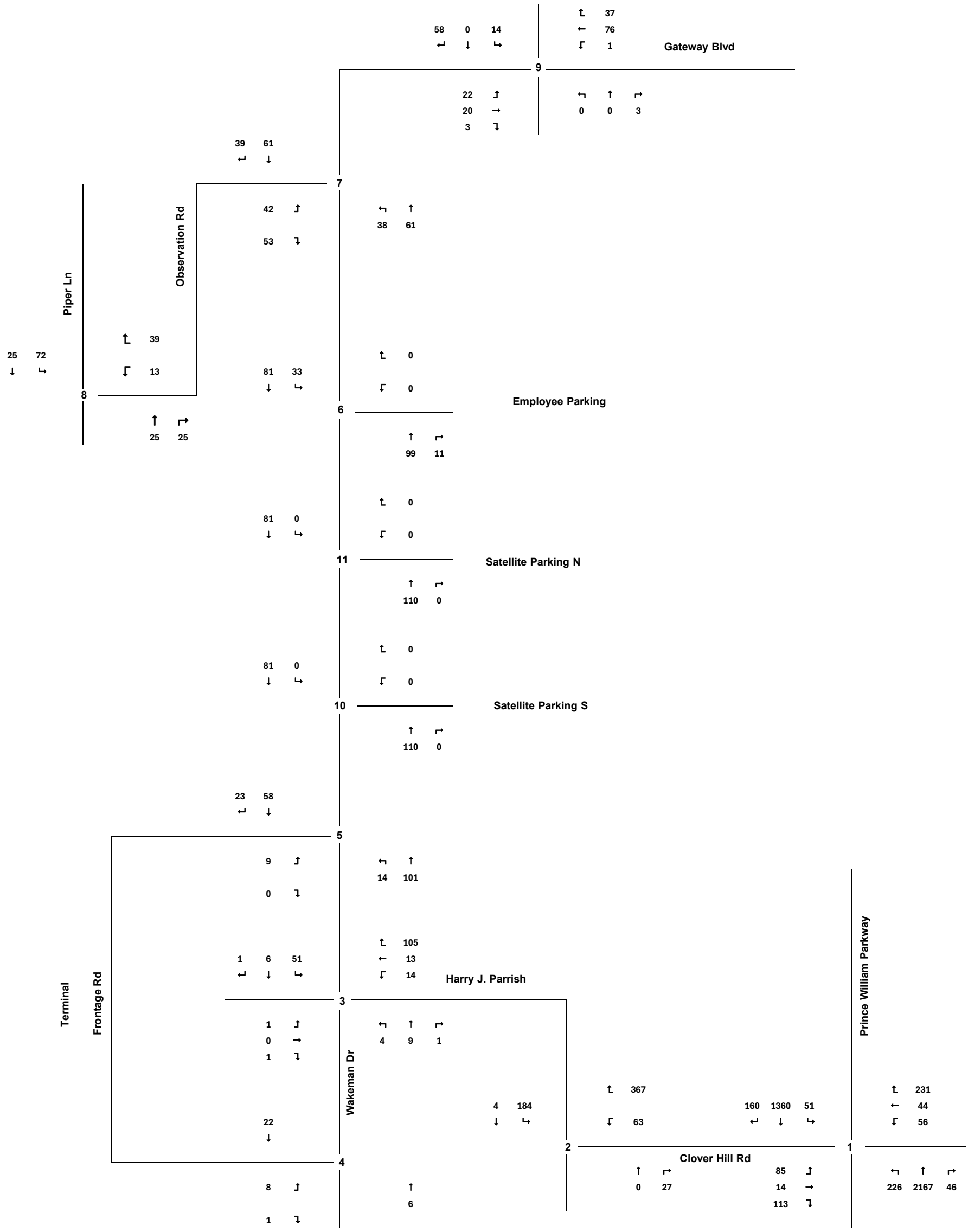
**Scenario:**
**2027 No Build Weekday PM Peak Hour Volumes**



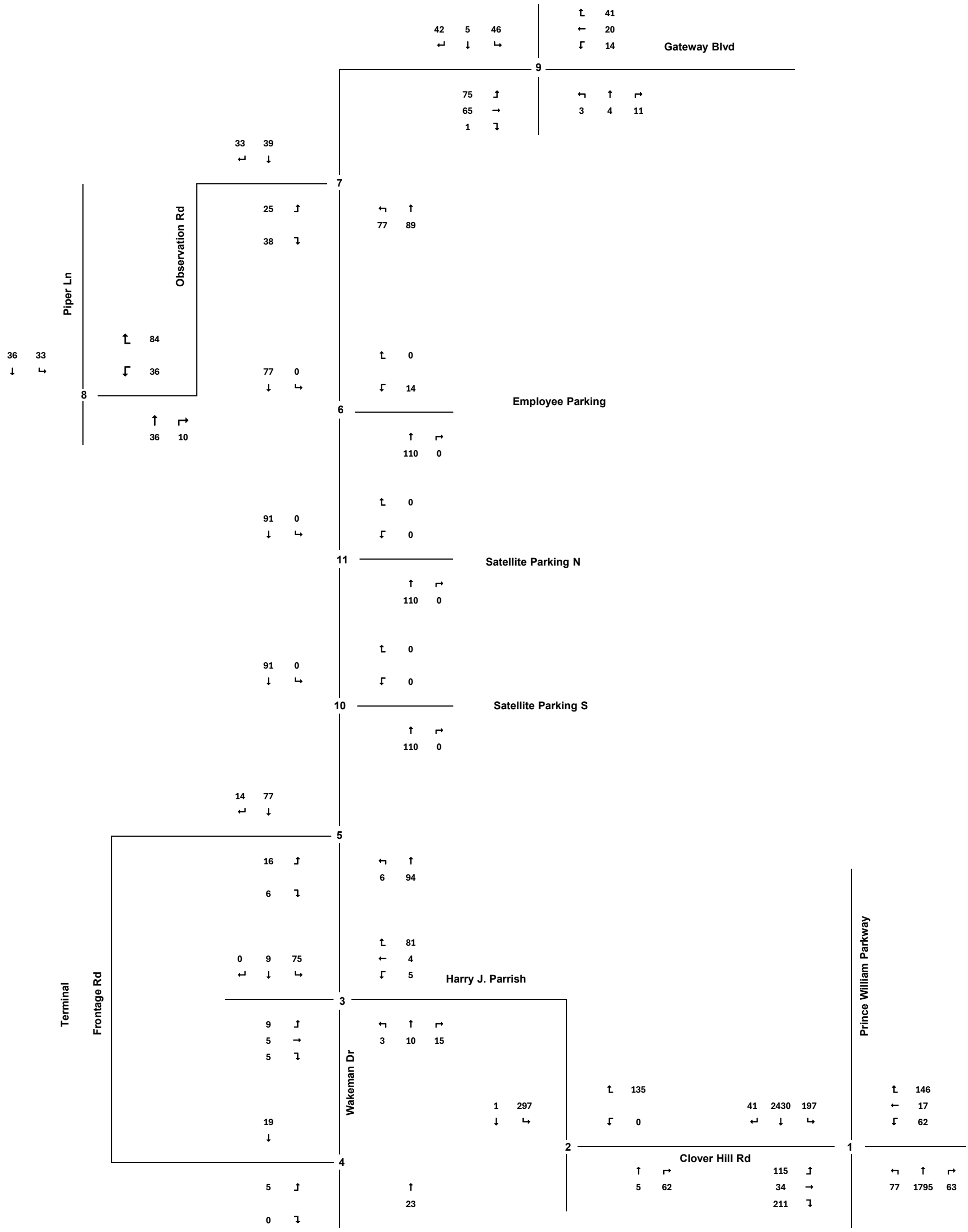
**Scenario:**
**2027 No Build Saturday Midday Peak Hour Volumes**



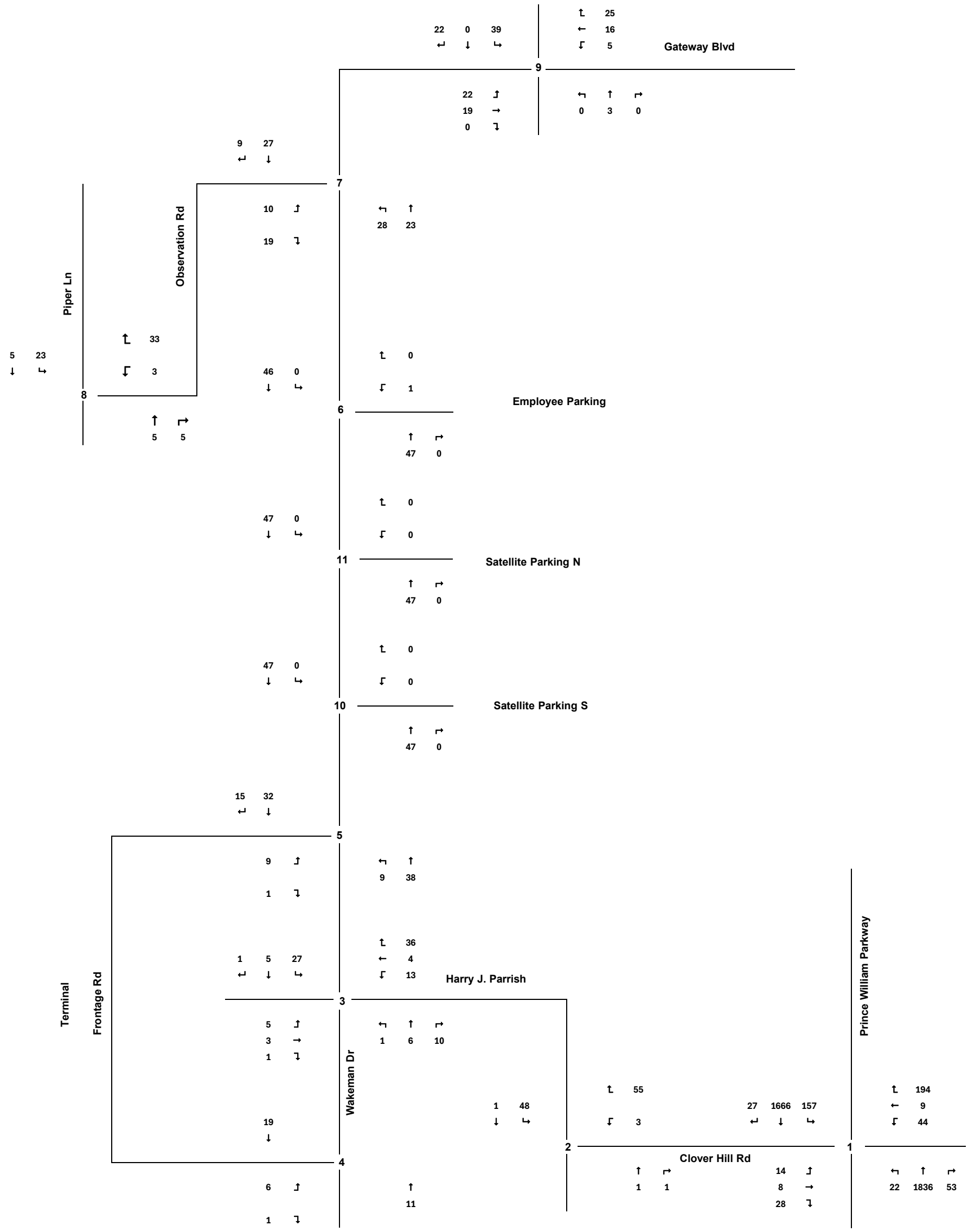
**Scenario:**
**2036 No Build Weekday AM Peak Hour Volumes**



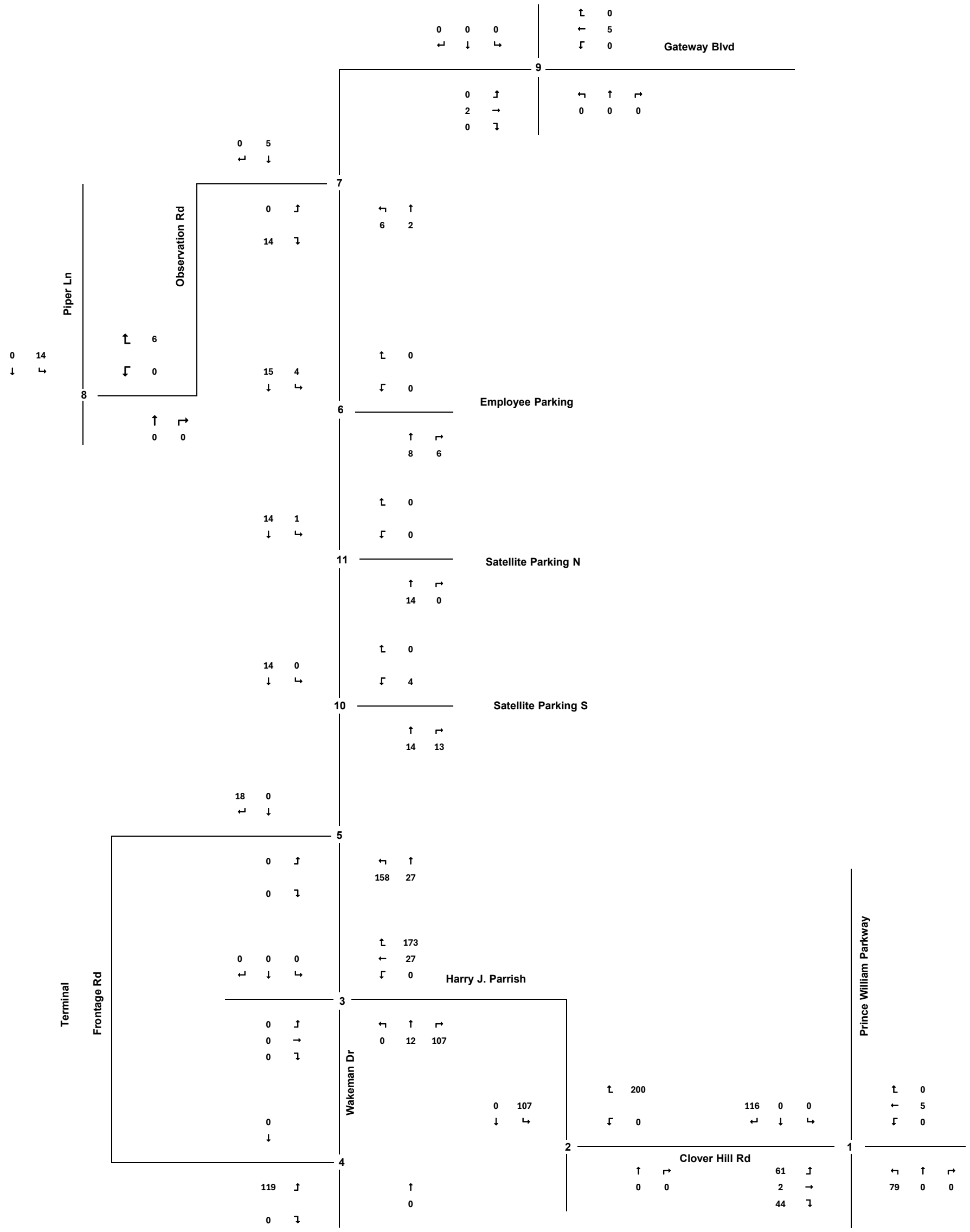
**Scenario:**
**2036 No Build Weekday PM Peak Hour Volumes**



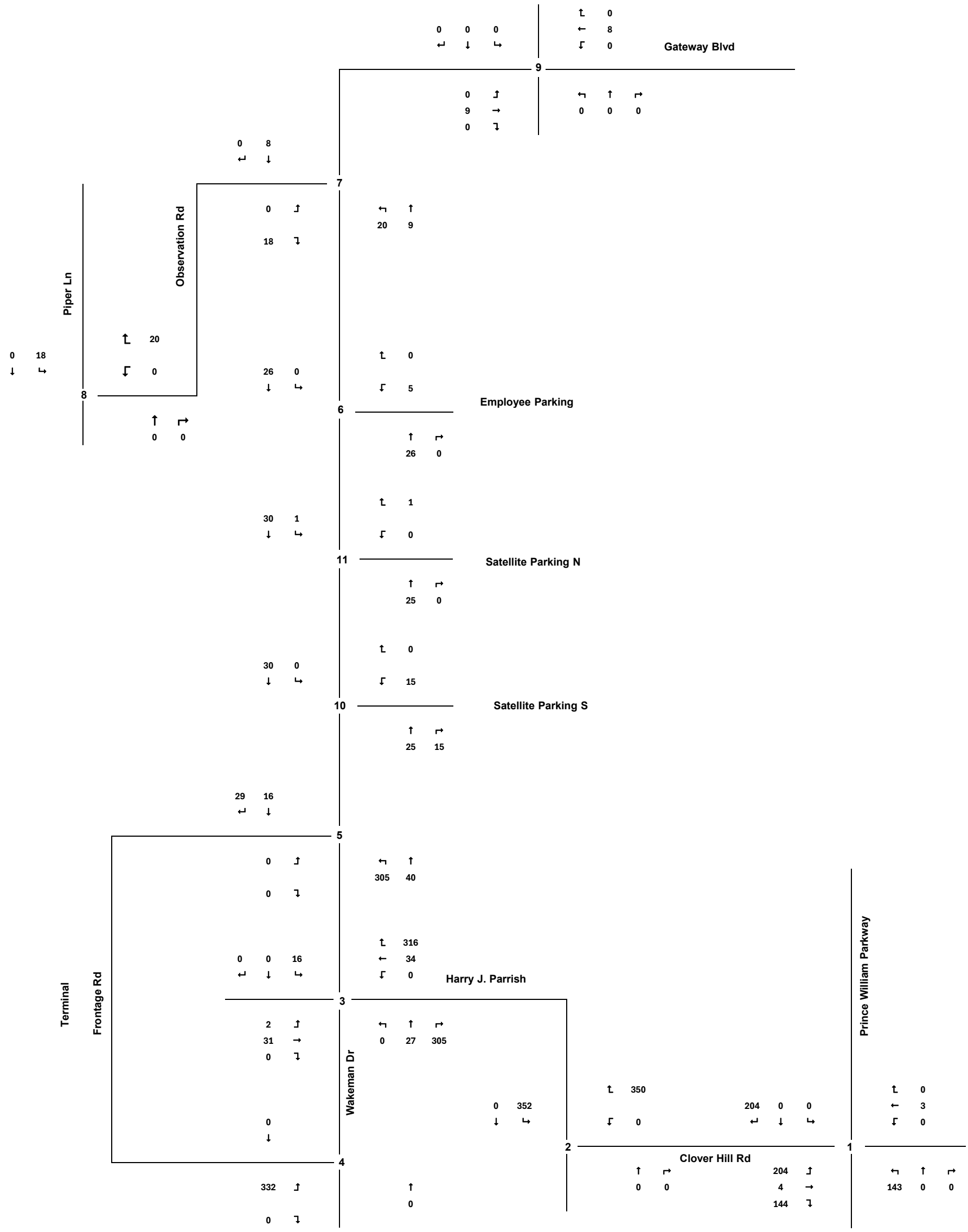
**Scenario:**
**2036 No Build Saturday Midday Peak Hour Volumes**



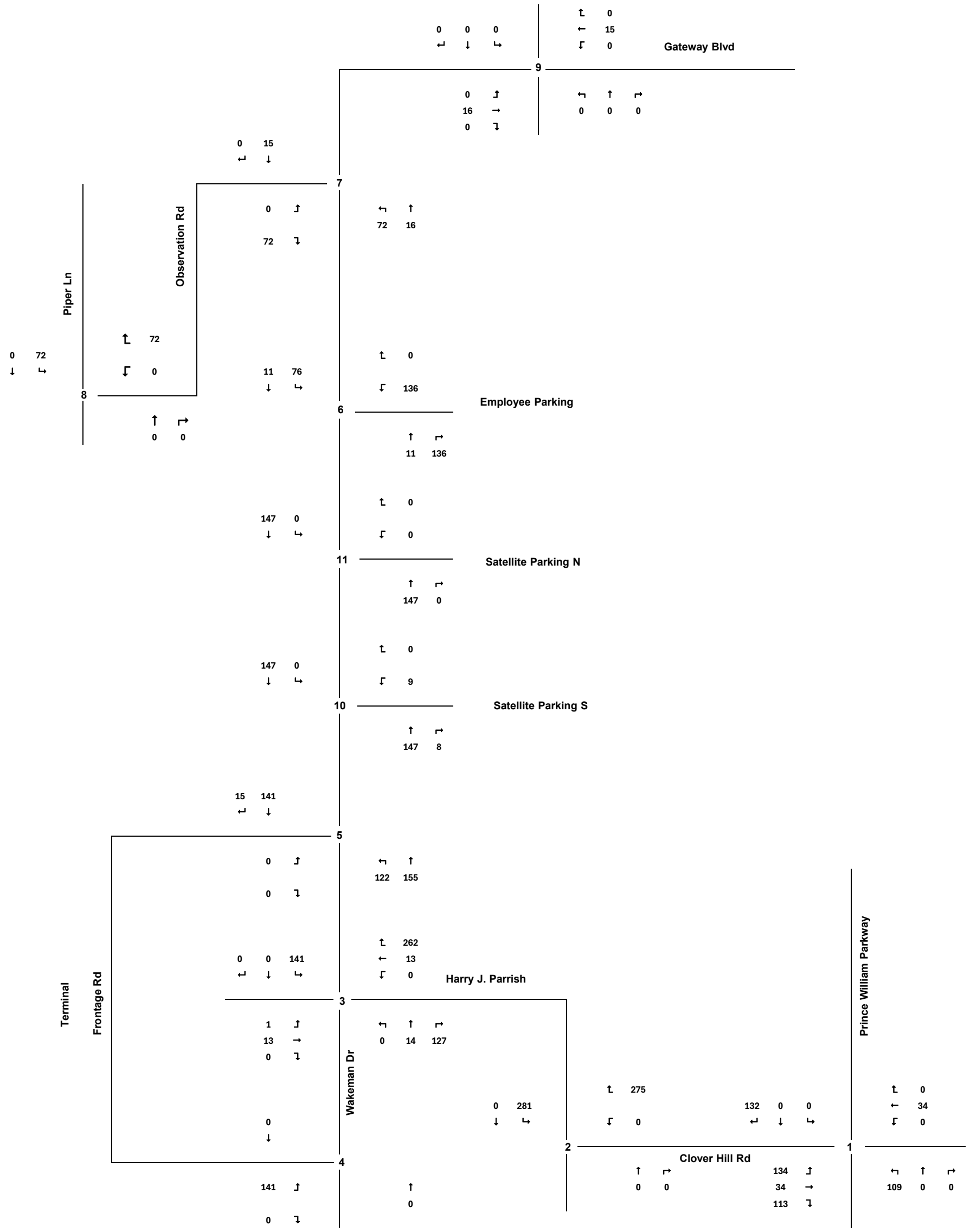
**Scenario:**
**2036 Build Weekday AM Peak Hour Increments**



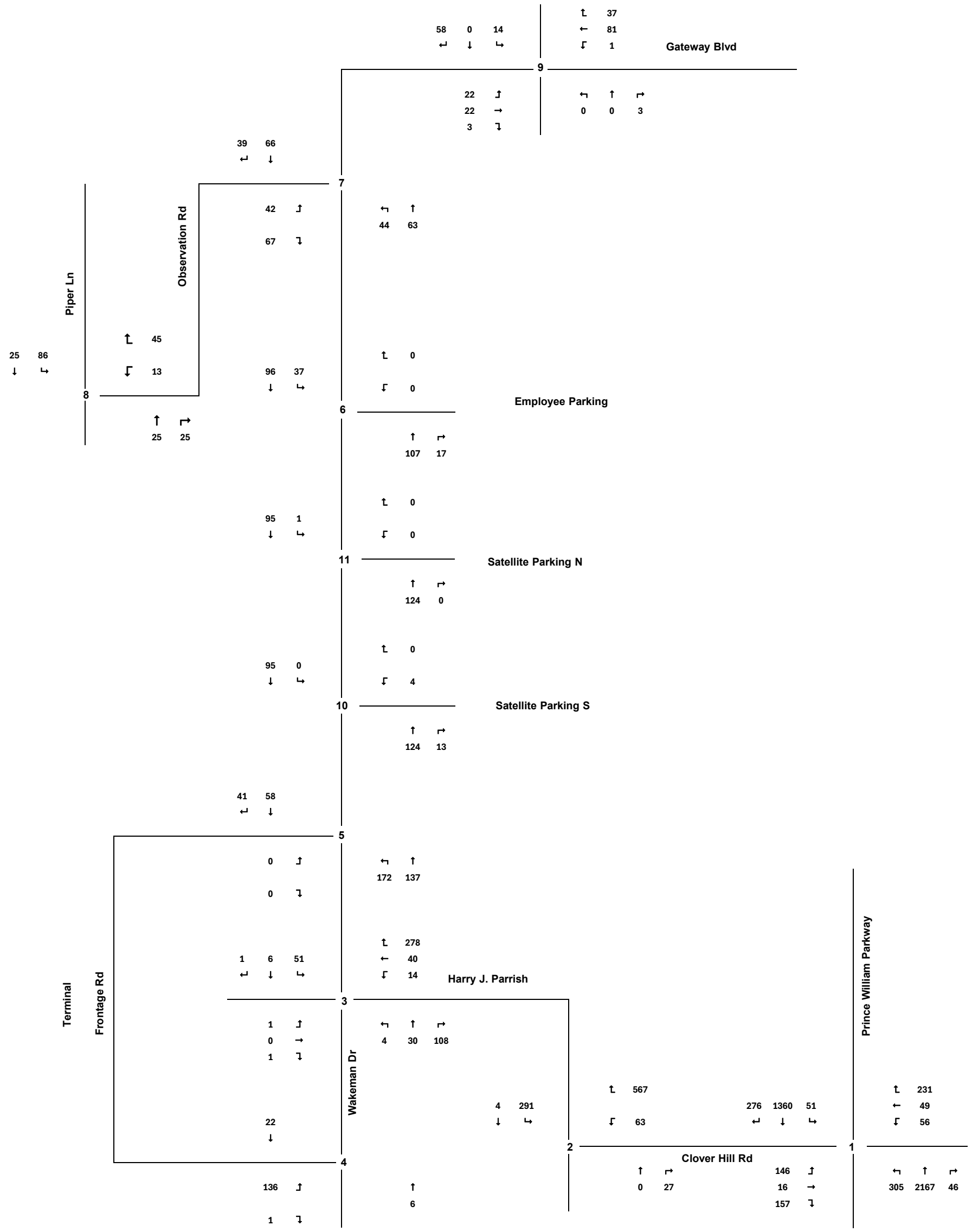
**Scenario:**
**2036 Build Weekday PM Peak Hour Increments**



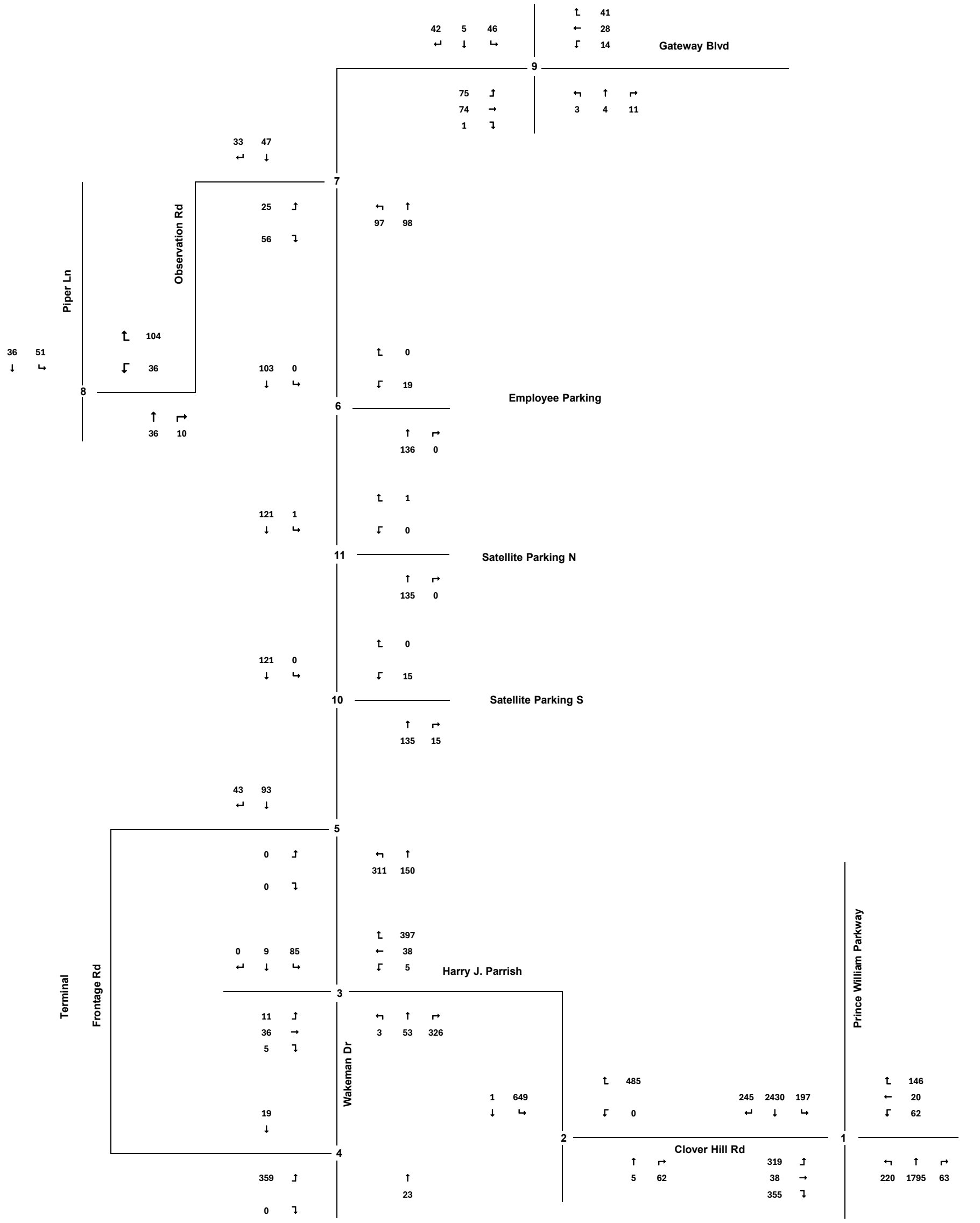
**Scenario:**
**2036 Build Saturday Midday Peak Hour Increments**



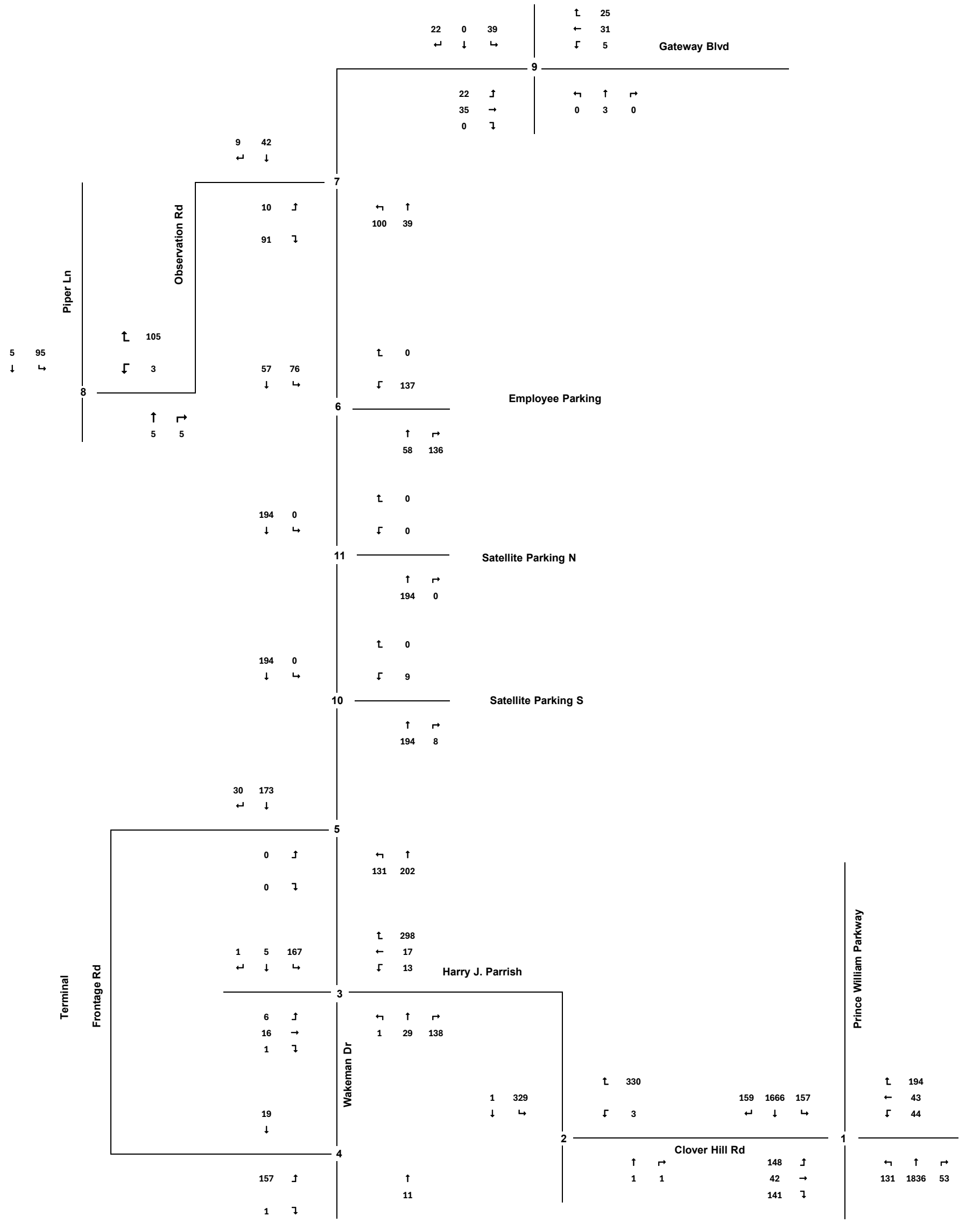
**Scenario:**
**2036 Build Weekday AM Peak Hour Volumes**



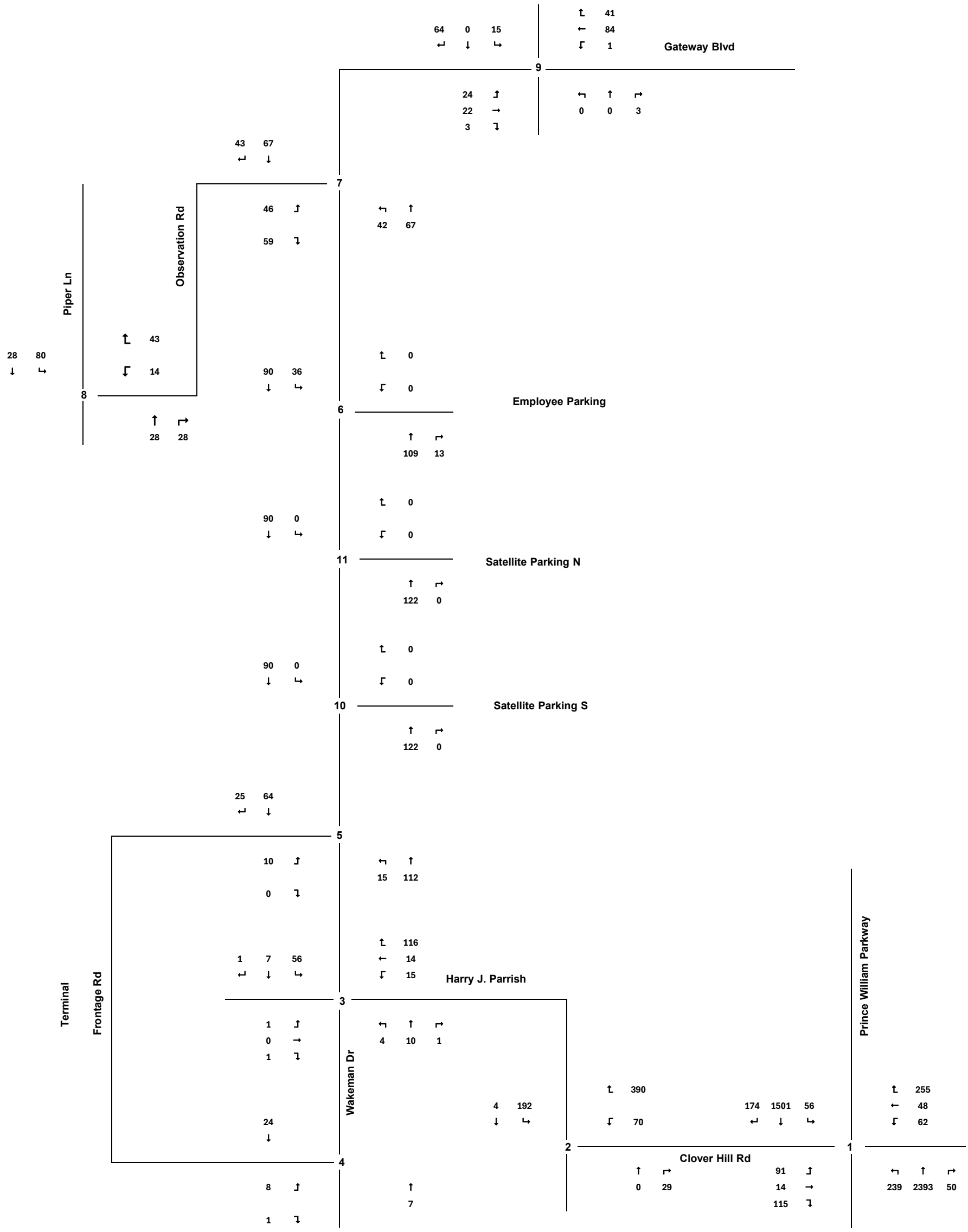
**Scenario:**
**2036 Build Weekday PM Peak Hour Volumes**



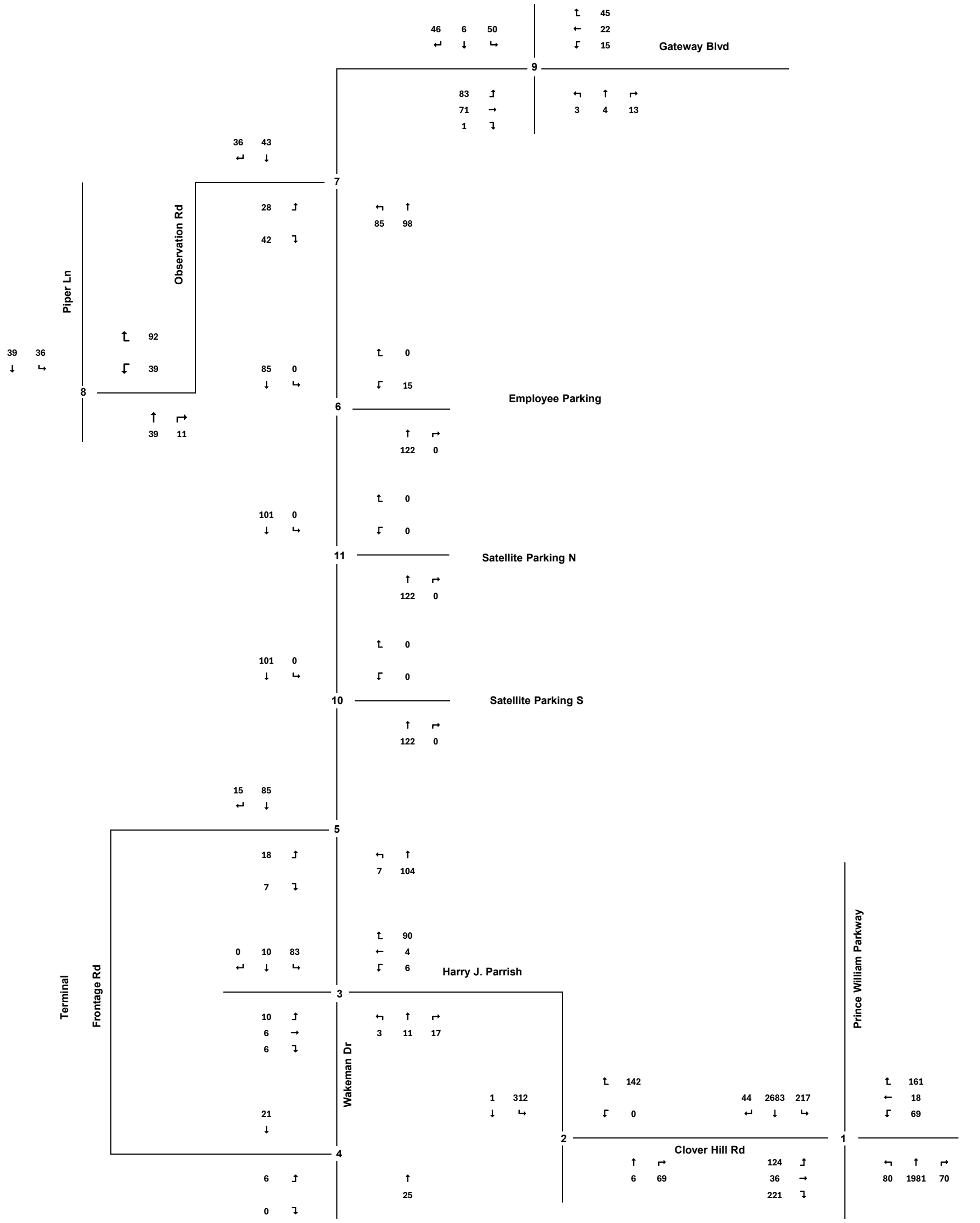
**Scenario:**
**2036 Build Saturday Midday Peak Hour Volumes**



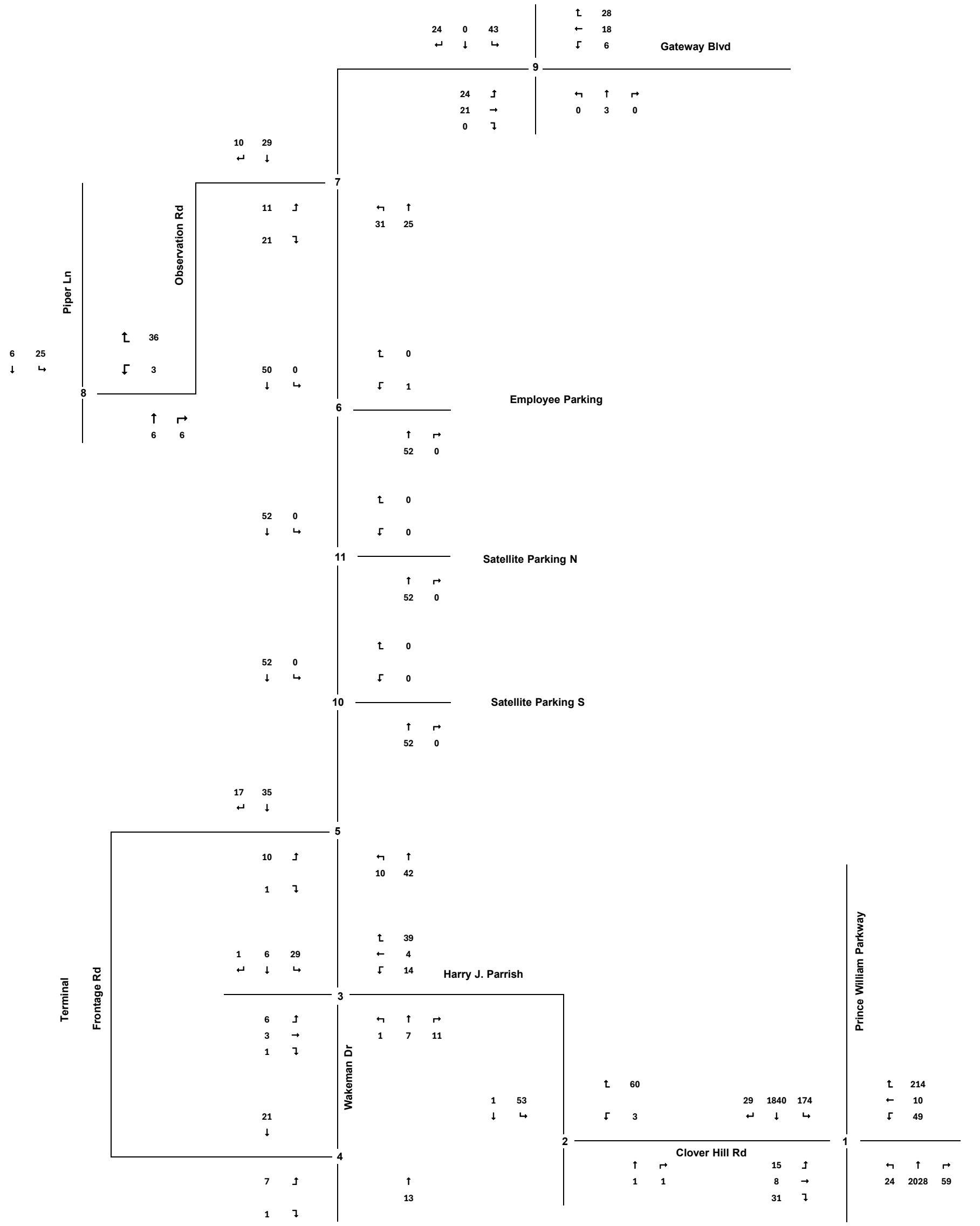
**Scenario:**
**2041 No Build Weekday AM Peak Hour Volumes**



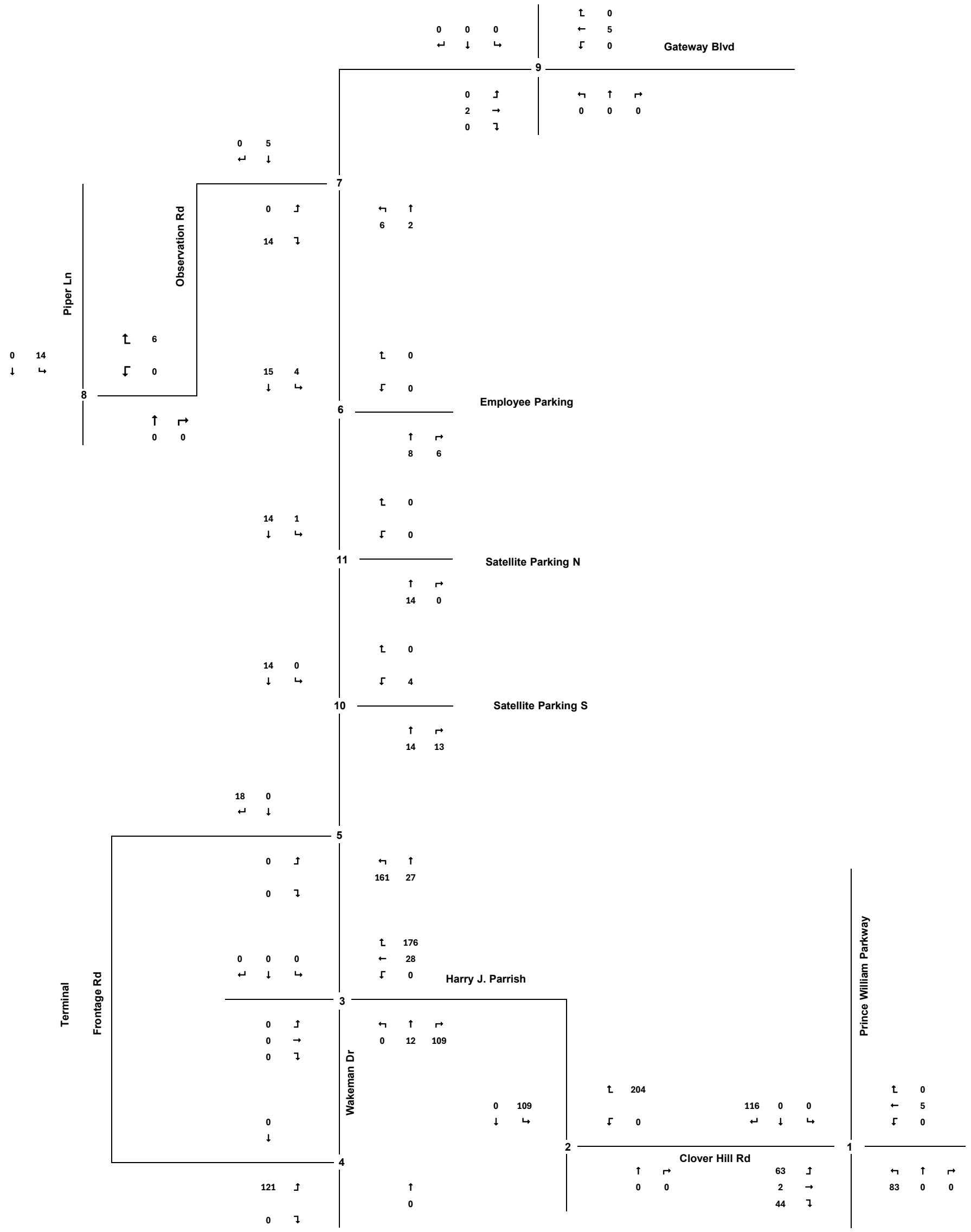
**Scenario:**
**2041 No Build Weekday PM Peak Hour Volumes**



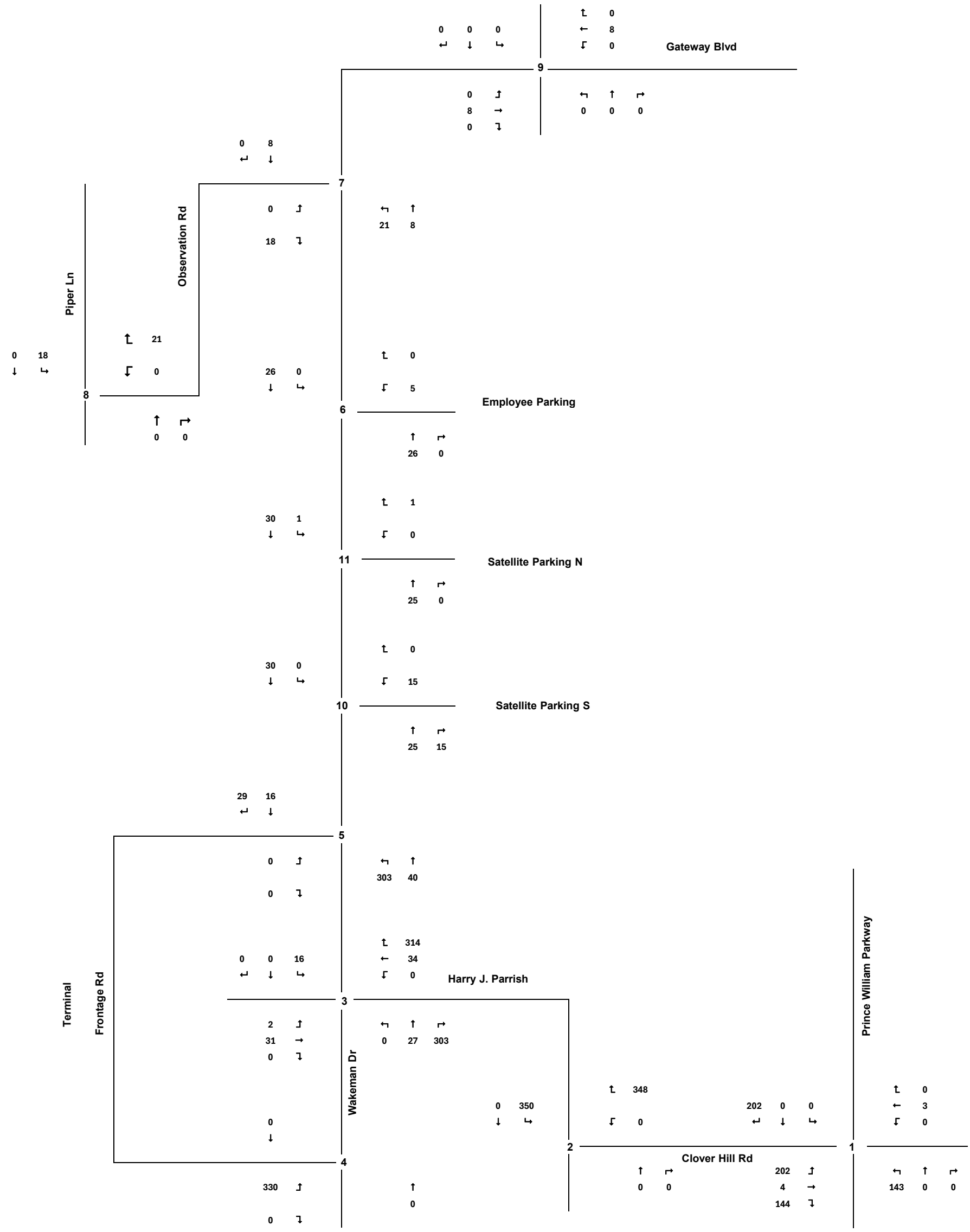
**Scenario:**
**2041 No Build Saturday Midday Peak Hour Volumes**



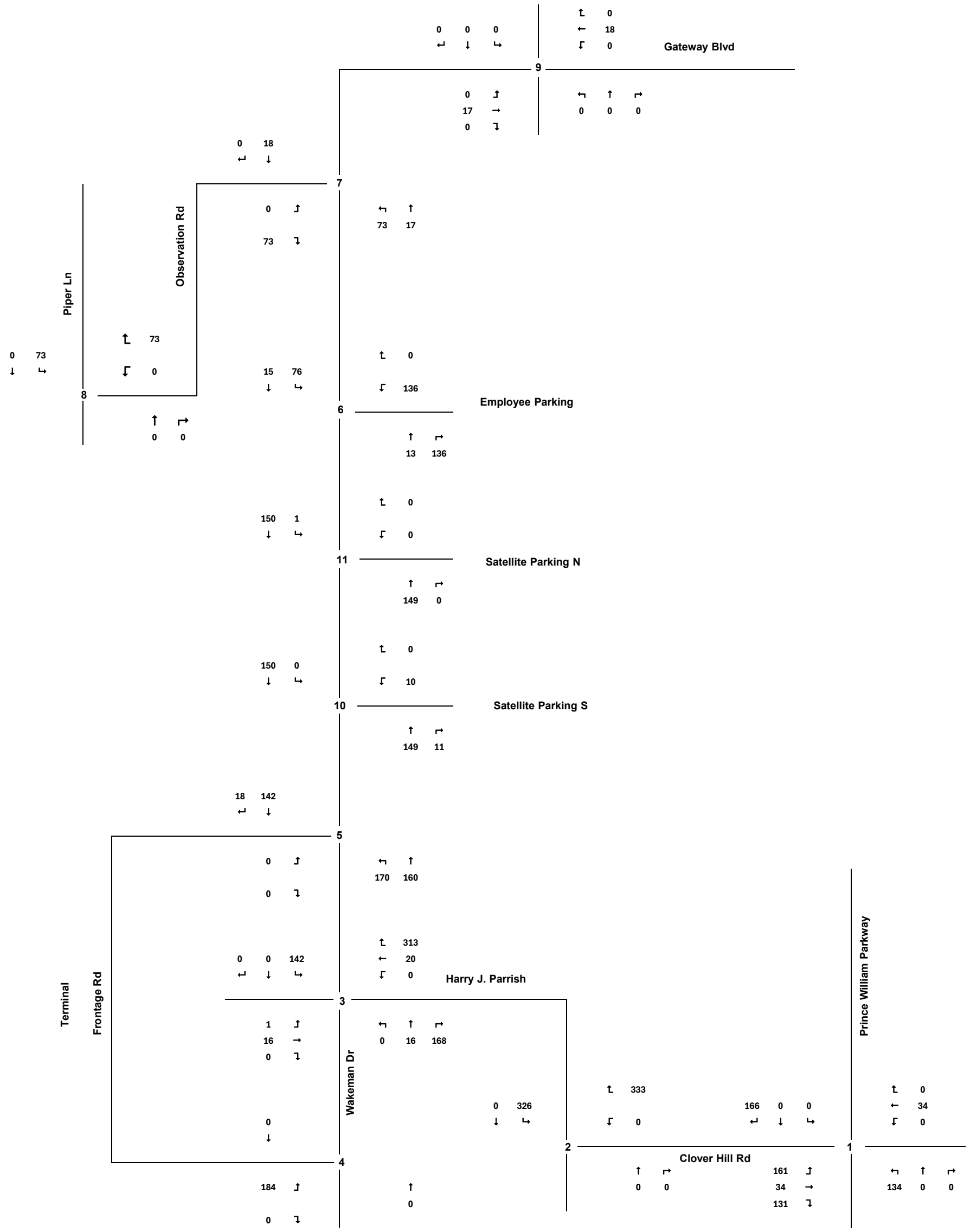
**Scenario:**
**2041 Build Weekday AM Peak Hour Increments**



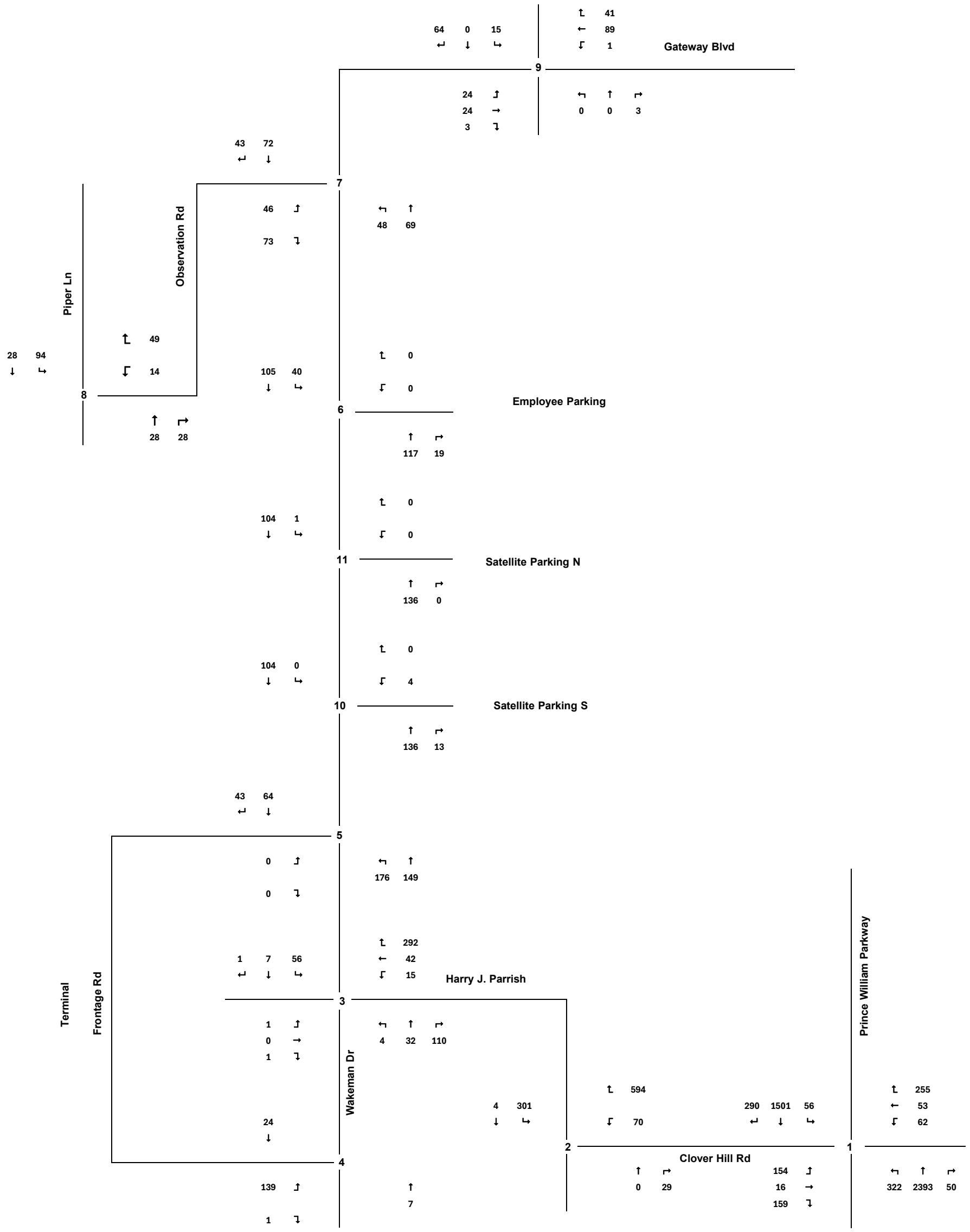
**Scenario:**
**2041 Build Weekday PM Peak Hour Increments**



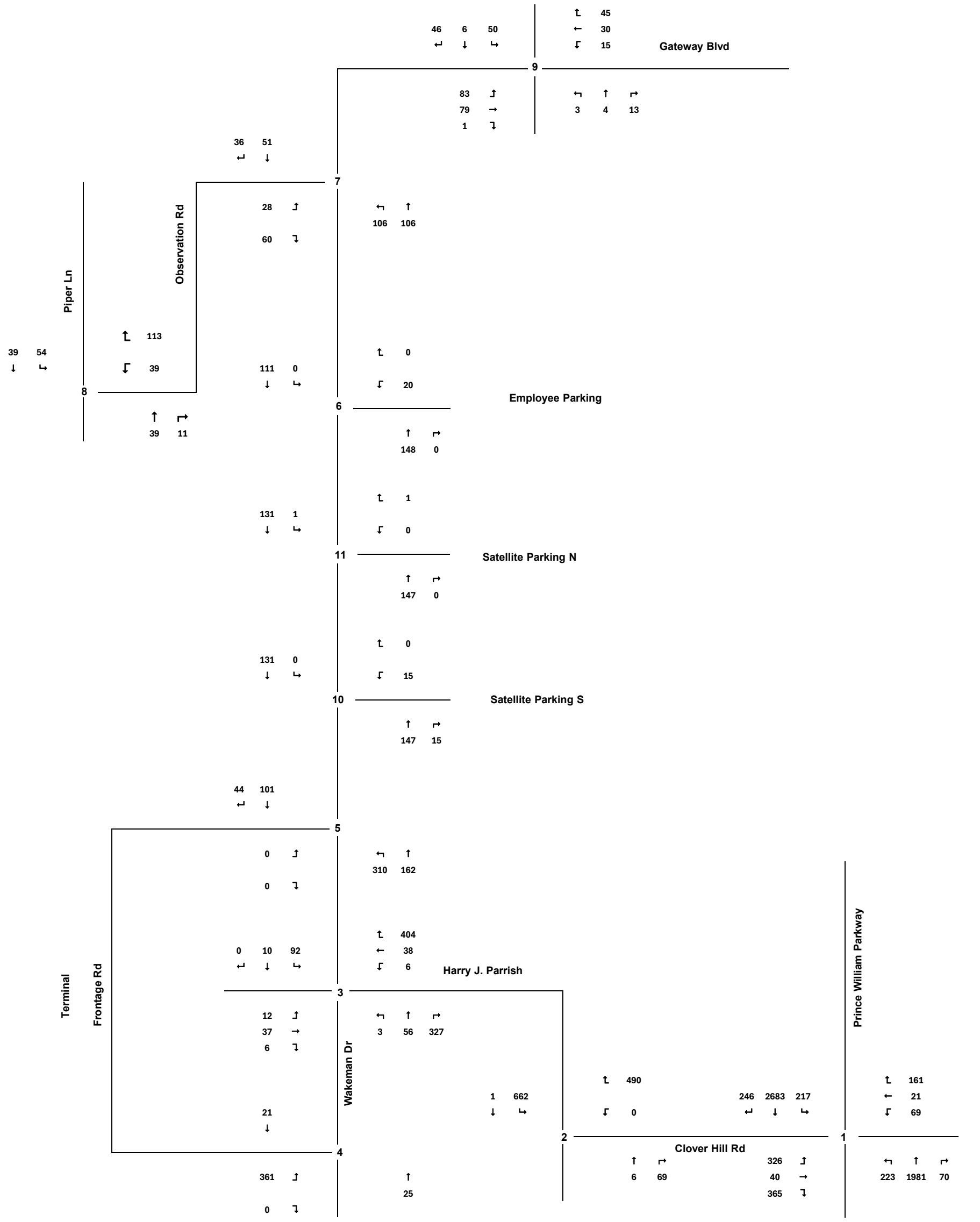
**Scenario:**
**2041 Build Saturday Midday Peak Hour Increments**



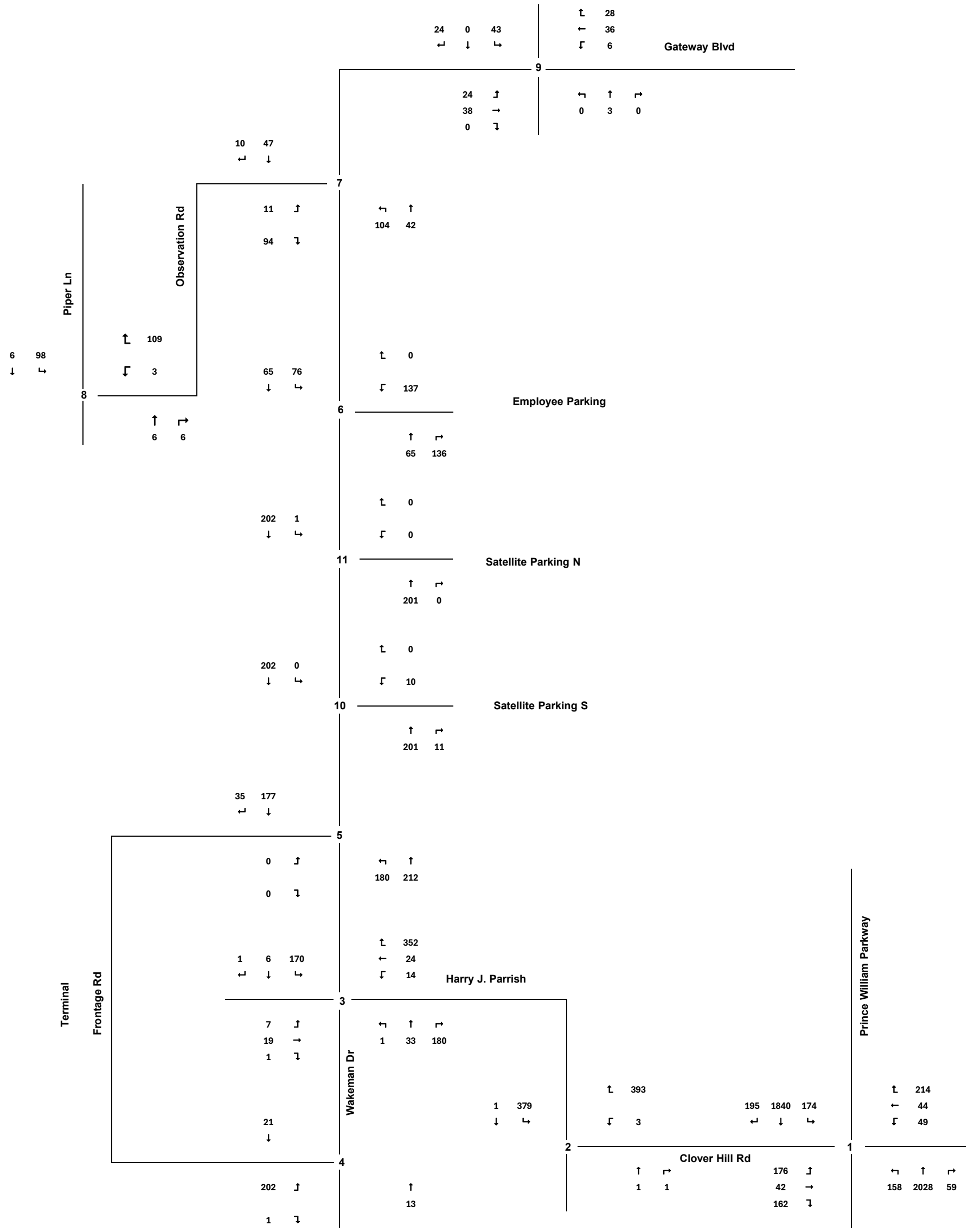
**Scenario:**
**2041 Build Weekday AM Peak Hour Volumes**



**Scenario:**
**2041 Build Weekday PM Peak Hour Volumes**



**Scenario:**
**2041 Build Saturday Midday Peak Hour Volumes**



# Appendix H – LOS and Queuing Result Tables

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**1. Prince William Parkway at Clover Hill Rd**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
| | | | LT | R | LT | R | L | T | R | L | T | R |
| 2024 Existing | 31.7 (C) | Lane Group | 97.3 | 57.9 | 64.5 | 59.3 | 76.3 | 27.6 | 0.0 | 81.9 | 22.5 | 0.1 |
| | | | (F) | (E) | (E) | (E) | (E) | (C) | (A) | (F) | (C) | (A) |
| | | Approach | 88.1 | | 60.9 | | 29.9 | | | 23.0 | | |
| | | | (F) | | (E) | | (C) | | | (C) | | |
| 2027 No Build | 33.1 (C) | Lane Group | 84.8 | 59.5 | 64.8 | 60.1 | 80.0 | 25.9 | 0.0 | 77.4 | 26.1 | 0.1 |
| | | | (F) | (E) | (E) | (E) | (F) | (C) | (A) | (E) | (C) | (A) |
| | | Approach | 70.8 | | 61.5 | | 30.9 | | | 25.0 | | |
| | | | (E) | | (E) | | (C) | | | (C) | | |
| 2027 Construction | 50.4 (D) | Lane Group | 173.4 | 57.5 | 75.3 | 57.8 | 151.6 | 34.6 | 0.0 | 82.6 | 36.2 | 0.3 |
| | | | (F) | (E) | (E) | (E) | (F) | (C) | (A) | (F) | (D) | (A) |
| | | Approach | 116.1 | | 64.8 | | 51.7 | | | 30.7 | | |
| | | | (F) | | (E) | | (D) | | | (C) | | |
| 2027 Construction with Signal Modifications | 48.1 (D) | Lane Group | 96 | 47.4 | 54.3 | 49.6 | 74.2 | 39.4 | 0.0 | 127.2 | 57.0 | 0.3 |
| | | | (F) | (D) | (D) | (D) | (E) | (D) | (A) | (F) | (E) | (A) |
| | | Approach | 72.0 | | 51.5 | | 44.0 | | | 48.3 | | |
| | | | (E) | | (D) | | (D) | | | (D) | | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LT | R | LT | R | L | T | R | L | T | R |
| Storage Length Available (ft) | | 1115 | 1115 | 1075 | 1075 | 470 | - | 355 | 470 | - | 280 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 144 | 0 | 160 | 28 | 183 | #1243 | 0 | 92 | 614 | 0 |
| | 2027 No Build | 180 | 62 | 165 | 80 | #408 | #1331 | 0 | 105 | 699 | 0 |
| | 2027 Construction | #413 | 73 | 253 | 80 | #783 | #1341 | 0 | 105 | 702 | 0 |
| | 2027 Construction with Signal Modifications | #239 | 63 | 196 | 133 | #467 | #1221 | 0 | #112 | #868 | 0 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**2. Harry J. Parrish Blvd at Clover Hill Rd**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | Northwestbound | | Southwestbound | |
| | | | LT | T | R | L | R |
| 2024 Existing | 4.8 (A) | Lane Group | 11.4 | 0.0 | 8.5 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.4 | 8.5 | | 1.5 | |
| | | | (B) | (A) | | (A) | |
| 2027 No Build | 4.4 (A) | Lane Group | 11.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.2 | 8.4 | | 1.0 | |
| | | | (B) | (A) | | (A) | |
| 2027 Construction | 3.7 (A) | Lane Group | 12.8 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 12.8 | 8.4 | | 0.6 | |
| | | | (B) | (A) | | (A) | |
| 2036 No Build | 3.8 (A) | Lane Group | 11.7 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.7 | 8.4 | | 1.1 | |
| | | | (B) | (A) | | (A) | |
| 2036 Build | 3.9 (A) | Lane Group | 13.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 13.2 | 8.4 | | 0.7 | |
| | | | (B) | (A) | | (A) | |
| 2041 No Build | 3.8 (A) | Lane Group | 12.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 12.2 | 8.4 | | 1.1 | |
| | | | (B) | (A) | | (A) | |
| 2041 Build | 4.0 (A) | Lane Group | 14 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 14 | 8.4 | | 0.8 | |
| | | | (B) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | | Southwestbound | |
|---|---|---|---|---|---|---|
| | | LT | T | R | L | R |
| Storage Length Available (ft) | | 1210 | 405 | 255 | 1115 | 1115 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 15 | 0 | 4 | 3 | 0 |
| | 2027 No Build | 24 | 0 | 2 | 3 | 0 |
| | 2027 Construction | 52 | 0 | 2 | 3 | 0 |
| | 2036 No Build | 28 | 0 | 2 | 3 | 0 |
| | 2036 Build | 53 | 0 | 2 | 3 | 0 |
| | 2041 No Build | 31 | 0 | 2 | 4 | 0 |
| | 2041 Build | 59 | 0 | 2 | 4 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**3. Harry J. Parrish at Wakeman Drive**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | Westbound | Northbound | | Southbound | |
| | | | LTR | LTR | L | TR | L | TR |
| 2024 Existing | 6.5 (A) | Lane Group | 9.3 | 7.6 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 7.6 | 2.4 | | 5.1 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2027 No Build | 7.1 (A) | Lane Group | 9.1 | 7.9 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | 7.9 | 2 | | 6.4 | 0.0 |
| | | | (A) | (A) | (A) | | (A) | |
| 2027 Construction | 8.4 (A) | Lane Group | 11.9 | 10.4 | 7.2 | 0.0 | 7.6 | 0.0 |
| | | | (B) | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.9 | 10.4 | 0.2 | | 7.2 | |
| | | | (B) | (B) | (A) | | (A) | |
| 2036 No Build | 7.2 (A) | Lane Group | 9.2 | 8 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 8 | 2.1 | | 6.4 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2036 Build | 6.7 (A) | Lane Group | 10.6 | 9.5 | 7.2 | 0.0 | 7.6 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 10.6 | 9.5 | 0.2 | | 6.7 | |
| | | | (B) | (A) | (A) | | (A) | |
| 2041 No Build | 7.2 (A) | Lane Group | 9.3 | 8.1 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 8.1 | 1.9 | | 6.4 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2041 Build | 6.9 (A) | Lane Group | 10.9 | 9.7 | 7.2 | 0.0 | 7.6 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 10.9 | 9.7 | 0.2 | | 6.7 | |
| | | | (B) | (A) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LTR | LTR | LTR | LTR |
| Storage Length Available (ft) | | 140 | 790 | 260 | 235 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 14 | 0 | 2 |
| | 2027 No Build | 0 | 10 | 0 | 2 |
| | 2027 Construction | 0 | 67 | 0 | 6 |
| | 2036 No Build | 0 | 13 | 0 | 3 |
| | 2036 Build | 0 | 48 | 0 | 3 |
| | 2041 No Build | 0 | 14 | 0 | 3 |
| | 2041 Build | 0 | 53 | 0 | 3 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**4. Wakeman Drive at Frontage Rd Exit**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | Southbound |
| | | | L | R | T | T |
| 2024 Existing | 3.0 (A) | Lane Group | 8.8 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.7 | | - | - |
| | | | (A) | | - | - |
| 2027 No Build | 2.0 (A) | Lane Group | 8.6 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.6 | | - | - |
| | | | (A) | | - | - |
| 2027 Construction | 7.2 (A) | Lane Group | 9.1 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 9.1 | | - | - |
| | | | (A) | | - | - |
| 2036 No Build | 2.1 (A) | Lane Group | 8.7 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.7 | | - | - |
| | | | (A) | | - | - |
| 2036 Build | 7.8 (A) | Lane Group | 9.4 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 9.4 | | - | - |
| | | | (A) | | - | - |
| 2041 No Build | 2.0 (A) | Lane Group | 8.7 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.7 | | - | - |
| | | | (A) | | - | - |
| 2041 Build | 7.7 (A) | Lane Group | 9.4 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 9.4 | | - | - |
| | | | (A) | | - | - |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | Southbound |
|---|---|---|---|---|---|
| | | L | R | T | T |
| Storage Length Available (ft) | | 170 | 170 | 845 | 260 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 0 |
| | 2027 No Build | 1 | 0 | 0 | 0 |
| | 2027 Construction | 8 | 0 | 0 | 0 |
| | 2036 No Build | 1 | 0 | 0 | 0 |
| | 2036 Build | 13 | 0 | 0 | 0 |
| | 2041 No Build | 1 | 0 | 0 | 0 |
| | 2041 Build | 14 | 0 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**5. Wakeman Drive at Frontage Road Entrance**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | Northbound | Southbound | |
| | | | LR | LT | T | R |
| 2024 Existing | 1.4 (A) | Lane Group | 10.0 | 1.2 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 10.0 | 1.2 | 0.0 | |
| | | | (B) | (A) | (A) | |
| 2027 No Build | 1.0 (A) | Lane Group | 9.8 | 1 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.8 | 1 | 0.0 | |
| | | | (A) | (A) | (A) | |
| 2027 Construction | 1.9 (A) | Lane Group | - | 2.6 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) |
| | | Approach | - | 2.6 | 0.0 | |
| | | | - | (A) | (A) | |
| 2036 No Build | 1.0 (A) | Lane Group | 10.1 | 1 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 10.1 | 1 | 0.0 | |
| | | | (B) | (A) | (A) | |
| 2036 Build | 3.6 (A) | Lane Group | - | 4.8 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) |
| | | Approach | - | 4.8 | 0.0 | |
| | | | - | (A) | (A) | |
| 2041 No Build | 1.0 (A) | Lane Group | 10.2 | 0.9 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 10.2 | 0.9 | 0.0 | |
| | | | (B) | (A) | (A) | |
| 2041 Build | 4.3 (A) | Lane Group | - | 4.7 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) |
| | | Approach | - | 4.7 | 0.0 | |
| | | | - | (A) | (A) | |

*Note: EB approach eliminated under Construction and Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Northbound | Southbound | |
|---|---|---|---|---|---|
| | | LR | LT | T | R |
| Storage Length Available (ft) | | 150 | 235 | 875 | 165 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 2 | 1 | 0 | 0 |
| | 2027 No Build | 1 | 1 | 0 | 0 |
| | 2027 Construction | - | 6 | 0 | 0 |
| | 2036 No Build | 1 | 1 | 0 | 0 |
| | 2036 Build | - | 11 | 0 | 0 |
| | 2041 No Build | 1 | 1 | 0 | 0 |
| | 2041 Build | - | 11 | 0 | 0 |

*Note: EB approach eliminated under Construction and Build Conditions

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**6. Wakeman Drive at Employee Lot**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | | Northwestbound | | Southwestbound |
| | | | L | T | T | R | LR |
| 2024 Existing | 1.1 (A) | Lane Group | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.1 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2027 No Build | 1.1 (A) | Lane Group | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.2 | | - | | 0.0 |
| | | | (A) | | - | | (A) |
| 2027 Construction | 0.7 (A) | Lane Group | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 1.2 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 No Build | 1.1 (A) | Lane Group | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.2 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 Build | 1.1 (A) | Lane Group | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.1 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 No Build | 1.1 (A) | Lane Group | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.1 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 Build | 1.1 (A) | Lane Group | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.1 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | Southwestbound |
|---|---|---|---|---|
| | | LT | TR | LR |
| Storage Length Available (ft) | | 325 | 170 | 255 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 2 | 0 | 0 |
| | 2027 No Build | 2 | 0 | 0 |
| | 2027 Construction | 12 | 0 | 0 |
| | 2036 No Build | 2 | 0 | 0 |
| | 2036 Build | 2 | 0 | 0 |
| | 2041 No Build | 2 | 0 | 0 |
| | 2041 Build | 2 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**7. Wakeman Drive at Observation Rd**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | | Southbound |
| | | | L | R | L | T | TR |
| 2024 Existing | 4.8 (A) | Lane Group | 11.0 | 8.9 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.1 | | 3.3 | | 0.0 |
| | | | (B) | | (A) | | (A) |
| 2027 No Build | 4.0 (A) | Lane Group | 10.0 | 8.8 | 7.5 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | | 2.9 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2027 Construction | 5.6 (A) | Lane Group | 10.9 | 9.4 | 7.6 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | | 3.9 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 No Build | 4.1 (A) | Lane Group | 10.4 | 8.9 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | | 2.9 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 Build | 4.3 (A) | Lane Group | 10.6 | 9.0 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | | 3.1 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 No Build | 4.1 (A) | Lane Group | 10.7 | 9.0 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | | 2.9 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 Build | 4.4 (A) | Lane Group | 10.9 | 9.1 | 7.6 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.8 | | 3.1 | | 0.0 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | | Southbound |
|---|---|---|---|---|---|---|
| | | L | R | L | T | TR |
| Storage Length Available (ft) | | 105 | 865 | 145 | 620 | 240 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 10 | 5 | 3 | 0 | 0 |
| | 2027 No Build | 4 | 4 | 2 | 0 | 0 |
| | 2027 Construction | 5 | 14 | 4 | 0 | 0 |
| | 2036 No Build | 5 | 5 | 2 | 0 | 0 |
| | 2036 Build | 5 | 6 | 3 | 0 | 0 |
| | 2041 No Build | 6 | 5 | 2 | 0 | 0 |
| | 2041 Build | 6 | 7 | 3 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**8. Observation Rd at Piper Ln**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Westbound | Northbound | Southbound | |
| | | | LR | TR | L | T |
| 2024 Existing | 3.0 (A) | Lane Group | 9.5 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | 0.0 | 3.3 | 3.3 |
| | | | (A) | (A) | (A) | (A) |
| 2027 No Build | 5.0 (A) | Lane Group | 9.0 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.0 | 0.0 | 5.5 | 5.5 |
| | | | (A) | (A) | (A) | (A) |
| 2027 Construction | 6.4 (A) | Lane Group | 9.3 | 0.0 | 7.6 | 7.6 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 0.0 | 6.7 | 6.7 |
| | | | (A) | (A) | (A) | (A) |
| 2036 No Build | 5.1 (A) | Lane Group | 9.1 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | 0.0 | 5.6 | 5.6 |
| | | | (A) | (A) | (A) | (A) |
| 2036 Build | 5.3 (A) | Lane Group | 9.1 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | 0.0 | 5.8 | 5.8 |
| | | | (A) | (A) | (A) | (A) |
| 2041 No Build | 5.1 (A) | Lane Group | 9.2 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 0.0 | 5.6 | 5.6 |
| | | | (A) | (A) | (A) | (A) |
| 2041 Build | 5.3 (A) | Lane Group | 9.2 | 0.0 | 7.6 | 7.6 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 0.0 | 5.8 | 5.8 |
| | | | (A) | (A) | (A) | (A) |

*Note: Intersection configuration and location changed between 2024 Existing and 2027 No Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 1630 | 640 | 600 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 0 | 2 |
| | 2027 No Build | 4 | 0 | 3 |
| | 2027 Construction | 7 | 0 | 9 |
| | 2036 No Build | 5 | 0 | 4 |
| | 2036 Build | 5 | 0 | 5 |
| | 2041 No Build | 5 | 0 | 5 |
| | 2041 Build | 6 | 0 | 5 |

*Note: Intersection configuration and location changed between 2024 Existing and 2027 No Build Conditions

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**9. Gateway Blvd at Carolina Dr**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | Southbound | |
| | | | L | T | L | T | LTR | LT | R |
| 2024 Existing | 4.0 (A) | Lane Group | 7.6 (A) | 0.0 (A) | 7.3 (A) | 0.0 (A) | 8.4 (A) | 10.0 (B) | 9.0 (A) |
| | | Approach | 3.1 (A) | | 0.2 (A) | | 8.4 (A) | 9.2 (A) | |
| 2027 No Build | 3.6 (A) | Lane Group | 7.5 (A) | 0.0 (A) | 7.2 (A) | 0.0 (A) | 8.4 (A) | 9.6 (A) | 8.8 (A) |
| | | Approach | 3.7 (A) | | 0.1 (A) | | 8.4 (A) | 9.0 (A) | |
| 2027 Construction | 3.2 (A) | Lane Group | 7.6 (A) | 0.0 (A) | 7.3 (A) | 0.0 (A) | 8.4 (A) | 9.8 (A) | 8.9 (A) |
| | | Approach | 3.1 (A) | | 0.1 (A) | | 8.4 (A) | 9.1 (A) | |
| 2036 No Build | 3.7 (A) | Lane Group | 7.6 (A) | 0.0 (A) | 7.2 (A) | 0.0 (A) | 8.4 (A) | 9.9 (A) | 9.0 (A) |
| | | Approach | 3.7 (A) | | 0.1 (A) | | 8.4 (A) | 9.2 (A) | |
| 2036 Build | 3.6 (A) | Lane Group | 7.6 (A) | 0.0 (A) | 7.3 (A) | 0.0 (A) | 8.4 (A) | 9.9 (A) | 9.0 (A) |
| | | Approach | 3.5 (A) | | 0.1 (A) | | 8.4 (A) | 9.2 (A) | |
| 2041 No Build | 3.7 (A) | Lane Group | 7.6 (A) | 0.0 (A) | 7.3 (A) | 0.0 (A) | 8.4 (A) | 10 (A) | 9.0 (A) |
| | | Approach | 3.7 (A) | | 0.1 (A) | | 8.4 (A) | 9.2 (A) | |
| 2041 Build | 3.6 (A) | Lane Group | 7.6 (A) | 0.0 (A) | 7.3 (A) | 0.0 (A) | 8.4 (A) | 10.1 (B) | 9.0 (A) |
| | | Approach | 3.6 (A) | | 0.1 (A) | | 8.4 (A) | 9.2 (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LT | LT | LTR | TR |
| Storage Length Available (ft) | | 200 | 305 | 0 | 105 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 7 |
| | 2027 No Build | 1 | 0 | 0 | 4 |
| | 2027 Construction | 1 | 0 | 0 | 4 |
| | 2036 No Build | 1 | 0 | 0 | 5 |
| | 2036 Build | 1 | 0 | 0 | 5 |
| | 2041 No Build | 1 | 0 | 0 | 6 |
| | 2041 Build | 1 | 0 | 0 | 6 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**1a. Prince William Parkway at Clover Hill Rd - East Diverging Diamond Interchange Intersection**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | Eastbound | Southeastbound |
| | | | L | R | T | L | R |
| 2036 No Build | 10.7 (B) | Lane Group | 12.1 (B) | 0.1 (A) | 13.5 (B) | 10.9 (B) | 12.5 (B) |
| | | Approach | 5.7 (A) | | 13.5 (B) | 12.1 (B) | |
| 2036 Build | 12.0 (B) | Lane Group | 12.9 (B) | 0.1 (A) | 14.8 (B) | 10.9 (B) | 14.8 (B) |
| | | Approach | 6.6 (A) | | 14.8 (B) | 14.2 (B) | |
| 2041 No Build | 10.8 (B) | Lane Group | 12.5 (B) | 0.1 (A) | 13.3 (B) | 11.0 (B) | 12.8 (B) |
| | | Approach | 6.0 (A) | | 13.3 (B) | 12.4 (B) | |
| 2041 Build | 12.4 (B) | Lane Group | 13.3 (B) | 0.2 (A) | 15.1 (B) | 11.0 (B) | 15.2 (B) |
| | | Approach | 7.0 (A) | | 15.1 (B) | 14.5 (B) | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | Eastbound | Southeastbound |
|---|---|---|---|---|---|---|
| | | L | R | T | L | R |
| Storage Length Available (ft) | | 900 | 900 | 525 | 240 | 300 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 53 | 0 | 140 | 30 | 77 |
| | 2036 Build | 80 | 0 | 190 | 30 | 134 |
| | 2041 No Build | 56 | 0 | 147 | 32 | 84 |
| | 2041 Build | 85 | 0 | 198 | 32 | 142 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**1b. Prince William Parkway at Clover Hill Rd - West Diverging Diamond Interchange Intersection**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Northwestbound | Westbound | Northeastbound | Southwestbound | |
| | | | L | R | T | L | R |
| 2036 No Build | 11.7 (B) | Lane Group | 13.2 | 10.8 | 8.6 | 11.3 | 11.5 |
| | | | (B) | (B) | (A) | (B) | (B) |
| | | Approach | 12.8 | | 8.6 | 11.4 | |
| | | | (B) | | (A) | (B) | |
| 2036 Build | 12.4 (B) | Lane Group | 14.6 | 10.8 | 7.9 | 11.4 | 11.5 |
| | | | (B) | (B) | (A) | (B) | (B) |
| | | Approach | 14.1 | | 7.9 | 11.5 | |
| | | | (B) | | (A) | (B) | |
| 2041 No Build | 11.9 (B) | Lane Group | 13.5 | 10.9 | 8.7 | 11.5 | 11.7 |
| | | | (B) | (B) | (A) | (B) | (B) |
| | | Approach | 13.1 | | 8.7 | 11.6 | |
| | | | (B) | | (A) | (B) | |
| 2041 Build | 12.7 (B) | Lane Group | 15.1 | 10.9 | 8.3 | 11.5 | 11.7 |
| | | | (B) | (B) | (A) | (B) | (B) |
| | | Approach | 14.5 | | 8.3 | 11.6 | |
| | | | (B) | | (A) | (B) | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Northwestbound | Westbound | Northeastbound | Southwestbound | |
|---|---|---|---|---|---|---|
| | | L | R | T | L | R |
| Storage Length Available (ft) | | 175 | 215 | 525 | 925 | 925 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 105 | 28 | 28 | 50 | 35 |
| | 2036 Build | 144 | 28 | 24 | 52 | 35 |
| | 2041 No Build | 112 | 30 | 30 | 55 | 37 |
| | 2041 Build | 153 | 30 | 27 | 56 | 37 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**1c. Prince William Parkway Southbound On-Ramp**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) |
|---|---|---|---|
| | | | Southeastbound |
| | | | L |
| 2036 No Build | 3.2 (A) | Lane Group | 9.6 |
| | | | (A) |
| | | Approach | 9.6 |
| | | | (A) |
| 2036 Build | 2.6 (A) | Lane Group | 9.9 |
| | | | (A) |
| | | Approach | 9.9 |
| | | | (A) |
| 2041 No Build | 3.4 (A) | Lane Group | 9.7 |
| | | | (A) |
| | | Approach | 9.7 |
| | | | (A) |
| 2041 Build | 2.8 (A) | Lane Group | 10.0 |
| | | | (A) |
| | | Approach | 10.0 |
| | | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound |
|---|---|---|
| | | L |
| Storage Length Available (ft) | | 200 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 6 |
| | 2036 Build | 6 |
| | 2041 No Build | 7 |
| | 2041 Build | 7 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**1d. Prince William Parkway Northbound On-Ramp**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) |
|---|---|---|---|
| | | | Northwest |
| | | | L |
| 2036 No Build | 3.2 (A) | Lane Group | 11.8 |
| | | | (B) |
| | | Approach | 11.8 |
| | | | (B) |
| 2036 Build | 4.7 (A) | Lane Group | 12.1 |
| | | | (B) |
| | | Approach | 12.1 |
| | | | (B) |
| 2041 No Build | 3.3 (A) | Lane Group | 12.4 |
| | | | (B) |
| | | Approach | 12.4 |
| | | | (B) |
| 2041 Build | 4.8 (A) | Lane Group | 12.7 |
| | | | (B) |
| | | Approach | 12.7 |
| | | | (B) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Northbound |
|---|---|---|
| | | R |
| Storage Length Available (ft) | | 250 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 13 |
| | 2036 Build | 23 |
| | 2041 No Build | 15 |
| | 2041 Build | 26 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**10. Wakeman Drive at S Satellite Driveway**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Westbound | | Northbound | Southbound | |
| | | | L | R | TR | L | T |
| 2027 Construction | 1.7 (A) | Lane Group | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.0 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |
| 2036 Build | 0.2 (A) | Lane Group | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.3 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |
| 2041 Build | 0.2 (A) | Lane Group | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.6 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 300 | 365 | 355 |
| 95th Percentile Queue Length (ft) | 2027 Construction | 9 | - | - |
| | 2036 Build | 1 | 0 | 0 |
| | 2041 Build | 1 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**11. Wakeman Drive at N Satellite Driveway**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Westbound | | Northbound | Southbound | |
| | | | LT | R | TR | LT | T |
| 2027 Construction | 3.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0.0 | 4.4 | |
| | | | (A) | | (A) | (A) | |
| 2036 Build | 0.0 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0.0 | 0.1 | |
| | | | (A) | | (A) | (A) | |
| 2041 Build | 0.0 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0.0 | 0.1 | |
| | | | (A) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LT | TR | LR |
| Storage Length Available (ft) | | 225 | 355 | 525 |
| 95th Percentile Queue Length (ft) | 2027 Construction | 3 | 0 | 6 |
| | 2036 Build | 0 | 0 | 0 |
| | 2041 Build | 0 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**1. Prince William Parkway at Clover Hill Rd**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
| | | | LT | R | LT | R | L | T | R | L | T | R |
| 2024 Existing | 31.4 (C) | Lane Group | 78.3 | 61.2 | 71.0 | 61.3 | 75.8 | 24.8 | 0.1 | 73.6 | 25.6 | 0.0 |
| | | | (E) | (E) | (E) | (E) | (E) | (C) | (A) | (E) | (C) | (A) |
| | | Approach | 69.6 | | 65.0 | | 25.2 | | | 28.5 | | |
| | | | (E) | | (E) | | (C) | | | (C) | | |
| 2027 No Build | 48 (D) | Lane Group | 84.9 | 62.9 | 70.0 | 62.4 | 77.1 | 29.8 | 0.1 | 80.1 | 54.0 | 0.0 |
| | | | (F) | (E) | (E) | (E) | (E) | (C) | (A) | (F) | (D) | (A) |
| | | Approach | 71.7 | | 65.1 | | 31.0 | | | 55.0 | | |
| | | | (E) | | (E) | | (C) | | | (D) | | |
| 2027 Construction | 115.2 (F) | Lane Group | 318.6 | 70.1 | 696.0 | 60.8 | 94.7 | 40.9 | 0.1 | 91.9 | 139.8 | 0.2 |
| | | | (F) | (E) | (F) | (E) | (F) | (D) | (A) | (F) | (F) | (A) |
| | | Approach | 196.6 | | 293.7 | | 45.5 | | | 125.1 | | |
| | | | (F) | | (F) | | (D) | | | (F) | | |
| 2027 Construction with Signal Modifications | 117.2 (F) | Lane Group | 151.8 | 51.6 | 66.1 | 41.3 | 236.5 | 53.6 | 0.1 | 143.1 | 175.4 | 0.2 |
| | | | (F) | (D) | (E) | (D) | (F) | (D) | (A) | (F) | (F) | (A) |
| | | Approach | 102.6 | | 50.4 | | 72.0 | | | 158.9 | | |
| | | | (F) | | (D) | | (E) | | | (F) | | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LT | R | LT | R | L | T | R | L | T | R |
| Storage Length Available (ft) | | 1115 | 1115 | 1075 | 1075 | 470 | - | 355 | 470 | - | 280 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 163 | 12 | 68 | 48 | 57 | 852 | 0 | 267 | #1306 | 0 |
| | 2027 No Build | 246 | 80 | 142 | 65 | 154 | 1015 | 0 | 291 | #1727 | 0 |
| | 2027 Construction | #925 | 309 | #279 | 65 | 340 | 1038 | 0 | 295 | #1888 | 0 |
| | 2027 Construction with Signal Modifications | #657 | 325 | #153 | 54 | #404 | #928 | 0 | #330 | #1531 | 0 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**2. Harry J. Parrish Blvd at Clover Hill Rd**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | Northwestbound | | Southwestbound | |
| | | | LT | T | R | L | R |
| 2024 Existing | 6.5 (A) | Lane Group | 9.6 | 9.0 | 8.6 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | 8.6 | | 0.0 | |
| | | | (A) | (A) | | (A) | |
| 2027 No Build | 7.4 (A) | Lane Group | 10.4 | 9.0 | 8.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.4 | 8.6 | | 0.0 | |
| | | | (B) | (A) | | (A) | |
| 2027 Construction | 12.0 (B) | Lane Group | 19.4 | 9.0 | 8.5 | 0.0 | 0.0 |
| | | | (C) | (A) | (A) | (A) | (A) |
| | | Approach | 19.4 | 8.6 | | 0.0 | |
| | | | (C) | (A) | | (A) | |
| 2036 No Build | 7.5 (A) | Lane Group | 10.7 | 9.0 | 8.6 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.7 | 8.6 | | 0.0 | |
| | | | (B) | (A) | | (A) | |
| 2036 Build | 10.6 (B) | Lane Group | 18.7 | 9.0 | 8.6 | 0.0 | 0.0 |
| | | | (C) | (A) | (A) | (A) | (A) |
| | | Approach | 18.7 | 8.6 | | 0.0 | |
| | | | (C) | (A) | | (A) | |
| 2041 No Build | 7.7 (A) | Lane Group | 11 | 9.0 | 8.6 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11 | 8.6 | | 0.0 | |
| | | | (B) | (A) | | (A) | |
| 2041 Build | 11.3 (B) | Lane Group | 20 | 9.0 | 8.6 | 0.0 | 0.0 |
| | | | (C) | (A) | (A) | (A) | (A) |
| | | Approach | 20 | 8.6 | | 0.0 | |
| | | | (C) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | | Southwestbound | |
|---|---|---|---|---|---|---|
| | | LT | T | R | L | R |
| Storage Length Available (ft) | | 1210 | 405 | 255 | 1115 | 1115 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 14 | 1 | 5 | 0 | 0 |
| | 2027 No Build | 33 | 0 | 4 | 0 | 0 |
| | 2027 Construction | 188 | 0 | 4 | 0 | 0 |
| | 2036 No Build | 38 | 0 | 5 | 0 | 0 |
| | 2036 Build | 174 | 0 | 5 | 0 | 0 |
| | 2041 No Build | 42 | 1 | 6 | 0 | 0 |
| | 2041 Build | 191 | 1 | 6 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**3. Harry J. Parrish at Wakeman Drive**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | Westbound | Northbound | | Southbound | |
| | | | LTR | LTR | L | TR | L | TR |
| 2024 Existing | 6.9 (A) | Lane Group | 9.9 | 8.5 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.9 | 8.5 | 0.7 | | 6.4 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2027 No Build | 6.8 (A) | Lane Group | 9.7 | 8.3 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | 8.3 | 0.6 | | 6.6 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2027 Construction | 7.4 (A) | Lane Group | 22.9 | 10.8 | 7.2 | 0.0 | 8.5 | 0 |
| | | | (C) | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 22.9 | 10.8 | 0.1 | | 8.3 | |
| | | | (C) | (B) | (A) | | (A) | |
| 2036 No Build | 6.9 (A) | Lane Group | 10 | 8.4 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 10 | 8.4 | 0.8 | | 6.6 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2036 Build | 7.9 (A) | Lane Group | 17.6 | 13.6 | 7.2 | 0.0 | 8.4 | 0 |
| | | | (C) | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 17.6 | 13.6 | 0.1 | | 7.6 | |
| | | | (C) | (B) | ((A) | | (A) | |
| 2041 No Build | 6.9 (A) | Lane Group | 10.2 | 8.4 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (B) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 10.2 | 8.4 | 0.7 | | 6.6 | |
| | | | (B) | (A) | (A) | | (A) | |
| 2041 Build | 8.1 (A) | Lane Group | 18.5 | 13.8 | 7.2 | 0.0 | 8.5 | 0 |
| | | | (C) | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 18.5 | 13.8 | 0.1 | | 7.6 | |
| | | | (C) | (B) | ((A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | | Southbound |
|---|---|---|---|---|---|---|
| | | LTR | LTR | LTR | | LTR |
| Storage Length Available (ft) | | 140 | 790 | 260 | | 235 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 10 | 0 | | 4 |
| | 2027 No Build | 2 | 6 | 0 | | 3 |
| | 2027 Construction | 11 | 80 | 0 | | 20 |
| | 2036 No Build | 2 | 8 | 0 | | 4 |
| | 2036 Build | 15 | 114 | 0 | | 7 |
| | 2041 No Build | 3 | 9 | 0 | | 5 |
| | 2041 Build | 16 | 122 | 0 | | 7 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**4. Wakeman Drive at Frontage Rd Exit**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | Southbound |
| | | | L | R | T | T |
| 2024 Existing | 1.5 (A) | Lane Group | 8.8 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2027 No Build | 0.9 (A) | Lane Group | 8.7 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.7 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2027 Construction | 8.7 (A) | Lane Group | 10.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 10.0 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2036 No Build | 0.9 (A) | Lane Group | 8.7 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.7 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2036 Build | 10.0 (A) | Lane Group | 11.2 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 11.2 | | 0.0 | 0.0 |
| | | | (B) | | (A) | (A) |
| 2041 No Build | 1.0 (A) | Lane Group | 8.8 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2041 Build | 10.0 (A) | Lane Group | 11.3 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 11.3 | | 0.0 | 0.0 |
| | | | (B) | | (A) | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | Southbound |
|---|---|---|---|---|---|
| | | L | R | T | T |
| Storage Length Available (ft) | | 170 | 170 | 845 | 260 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 0 |
| | 2027 No Build | 0 | 0 | 0 | 0 |
| | 2027 Construction | 27 | 0 | 0 | 0 |
| | 2036 No Build | 0 | 0 | 0 | 0 |
| | 2036 Build | 49 | 0 | 0 | 0 |
| | 2041 No Build | 1 | 0 | 0 | 0 |
| | 2041 Build | 50 | 0 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**5. Wakeman Drive at Frontage Road Entrance**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | Northbound | Southbound | |
| | | | LR | LT | T | R |
| 2024 Existing | 1.7 (A) | Lane Group | 9.5 | 0.8 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | 0.8 | 0.0 | |
| | | | (A) | (A) | (A) | |
| 2027 No Build | 1.2 (A) | Lane Group | 9.3 | 0.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 0.4 | 0.0 | |
| | | | (A) | (A) | (A) | |
| 2027 Construction | 3.5 (A) | Lane Group | - | 6.3 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) |
| | | Approach | - | 6.3 | 0.0 | |
| | | | - | (A) | (A) | |
| 2036 No Build | 1.2 (A) | Lane Group | 9.4 | 0.5 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.4 | 0.5 | 0.0 | |
| | | | (A) | (A) | (A) | |
| 2036 Build | 4.8 (A) | Lane Group | - | 6.3 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) |
| | | Approach | - | 6.3 | 0.0 | |
| | | | - | (A) | (A) | |
| 2041 No Build | 1.0 (A) | Lane Group | 10.3 | 0.9 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 10.2 | 0.9 | 0.0 | |
| | | | (B) | (A) | (A) | |
| 2041 Build | 4.7 (A) | Lane Group | - | 6.2 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) |
| | | Approach | - | 6.2 | 0.0 | |
| | | | - | (A) | (A) | |

*Note: EB approach eliminated under Construction and Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Northbound | Southbound | |
|---|---|---|---|---|---|
| | | LR | L | T | R |
| Storage Length Available (ft) | | 150 | 235 | 875 | 165 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 3 | 1 | 0 | 0 |
| | 2027 No Build | 2 | 0 | 0 | 0 |
| | 2027 Construction | - | 19 | 0 | 0 |
| | 2036 No Build | 2 | 0 | 0 | 0 |
| | 2036 Build | - | 23 | 0 | 0 |
| | 2041 No Build | 1 | 1 | 0 | 0 |
| | 2041 Build | - | 23 | 0 | 0 |

*Note: EB approach eliminated under Construction and Build Conditions

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**6. Wakeman Drive at Employee Lot**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | | Northwestbound | | Southwestbound |
| | | | L | T | T | R | LR |
| 2024 Existing | 2.5 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.1 |
| | | | (A) | | (A) | | (A) |
| 2027 No Build | 2.5 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.2 |
| | | | (A) | | (A) | | (A) |
| 2027 Construction | 1.9 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 |
| | | | (A) | (A) | (A) | (A) | (B) |
| | | Approach | 0.0 | | 0 | | 10.1 |
| | | | (A) | | (A) | | (B) |
| 2036 No Build | 2.6 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.4 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.4 |
| | | | (A) | | (A) | | (A) |
| 2036 Build | 2.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.7 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.7 |
| | | | (A) | | (A) | | (A) |
| 2041 No Build | 2.6 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.5 |
| | | | (A) | | (A) | | (A) |
| 2041 Build | 2.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.8 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | Southwestbound |
|---|---|---|---|---|
| | | LT | TR | LR |
| Storage Length Available (ft) | | 325 | 170 | 255 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 0 | 0 | 5 |
| | 2027 No Build | 0 | 0 | 6 |
| | 2027 Construction | 0 | 0 | 8 |
| | 2036 No Build | 0 | 0 | 7 |
| | 2036 Build | 0 | 0 | 8 |
| | 2041 No Build | 0 | 0 | 8 |
| | 2041 Build | 0 | 0 | 9 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**7. Wakeman Drive at Observation Rd**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | | Southbound |
| | | | L | R | L | T | TR |
| 2024 Existing | 4.2 (A) | Lane Group | 11.2 | 8.8 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.0 | | 3.6 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2027 No Build | 3.9 (A) | Lane Group | 10.7 | 8.7 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | | 3.5 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2027 Construction | 4.9 (A) | Lane Group | 13.6 | 8.8 | 7.7 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.3 | | 4.8 | | 0.0 |
| | | | (B) | | (A) | | (A) |
| 2036 No Build | 4.0 (A) | Lane Group | 11.2 | 8.8 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.8 | | 3.5 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 Build | 4.3 (A) | Lane Group | 11.9 | 8.9 | 7.6 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.8 | | 3.8 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 No Build | 4.0 (A) | Lane Group | 11.6 | 8.8 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.9 | | 3.5 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 Build | 4.4 (A) | Lane Group | 12.3 | 8.9 | 7.6 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.0 | | 3.8 | | 0.0 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | | Southbound |
|---|---|---|---|---|---|---|
| | | L | R | L | T | TR |
| Storage Length Available (ft) | | 105 | 865 | 145 | 620 | 240 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 6 | 3 | 4 | 0 | 0 |
| | 2027 No Build | 3 | 3 | 4 | 0 | 0 |
| | 2027 Construction | 4 | 4 | 10 | 0 | 0 |
| | 2036 No Build | 3 | 3 | 4 | 0 | 0 |
| | 2036 Build | 4 | 5 | 6 | 0 | 0 |
| | 2041 No Build | 4 | 4 | 5 | 0 | 0 |
| | 2041 Build | 5 | 5 | 6 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**8. Observation Rd at Piper Ln**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Westbound | Northbound | Southbound | |
| | | | LR | TR | L | T |
| 2024 Existing | 2.6 (A) | Lane Group | 9.7 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | 0.0 | 2.0 | |
| | | | (A) | (A) | (A) | |
| 2027 No Build | 5.8 (A) | Lane Group | 9.2 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 0.0 | 3.6 | |
| | | | (A) | (A) | (A) | |
| 2027 Construction | 7.2 (A) | Lane Group | 9.6 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | 0.0 | 4.3 | |
| | | | (A) | (A) | (A) | |
| 2036 No Build | 5.9 (A) | Lane Group | 9.4 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.4 | 0.0 | 3.6 | |
| | | | (A) | (A) | (A) | |
| 2036 Build | 6.3 (A) | Lane Group | 9.6 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | 0.0 | 4.4 | |
| | | | (A) | (A) | (A) | |
| 2041 No Build | 5.9 (A) | Lane Group | 9.5 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | 0.0 | 3.6 | |
| | | | (A) | (A) | (A) | |
| 2041 Build | 6.4 (A) | Lane Group | 9.7 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | 0.0 | 4.3 | |
| | | | (A) | (A) | (A) | |

*Note: Intersection configuration and location changed between 2024 Existing and 2027 No Action Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 1630 | 640 | 600 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 0 | 2 |
| | 2027 No Build | 10 | 0 | 2 |
| | 2027 Construction | 21 | 0 | 2 |
| | 2036 No Build | 12 | 0 | 2 |
| | 2036 Build | 14 | 0 | 3 |
| | 2041 No Build | 13 | 0 | 2 |
| | 2041 Build | 16 | 0 | 3 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**9. Gateway Blvd at Carolina Dr**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | Southbound | |
| | | | L | T | L | T | LTR | LT | R |
| 2024 Existing | 5.9 (A) | Lane Group | 7.4 (A) | 0.0 (A) | 7.6 (A) | 0.0 (A) | 10.1 (B) | 11.8 (B) | 8.7 (A) |
| | | Approach | 3.5 (A) | | 1.7 (A) | | 10.1 (B) | 10.5 (B) | |
| 2027 No Build | 5.4 (A) | Lane Group | 7.4 (A) | 0.0 (A) | 7.5 (A) | 0.0 (A) | 9.4 (A) | 10.9 (B) | 8.6 (A) |
| | | Approach | 4.0 (A) | | 1.4 (A) | | 9.4 (A) | 9.9 (A) | |
| 2027 Construction | 4.9 (A) | Lane Group | 7.4 (A) | 0.0 (A) | 7.6 (A) | 0.0 (A) | 9.5 (A) | 11.2 (B) | 8.7 (A) |
| | | Approach | 3.3 (A) | | 1.3 (A) | | 9.5 (A) | 10.1 (B) | |
| 2036 No Build | 5.5 (A) | Lane Group | 7.5 (A) | 0.0 (A) | 7.6 (A) | 0.0 (A) | 9.8 (A) | 11.6 (B) | 8.7 (A) |
| | | Approach | 4.0 (A) | | 1.4 (A) | | 9.8 (A) | 10.3 (B) | |
| 2036 Build | 5.3 (A) | Lane Group | 7.5 (A) | 0.0 (A) | 7.6 (A) | 0.0 (A) | 9.9 (A) | 11.8 (B) | 8.7 (A) |
| | | Approach | 3.7 (A) | | 1.3 (A) | | 9.9 (A) | 10.4 (B) | |
| 2041 No Build | 5.6 (A) | Lane Group | 7.5 (A) | 0.0 (A) | 7.6 (A) | 0.0 (A) | 9.8 (A) | 12.1 (B) | 8.7 (A) |
| | | Approach | 4.0 (A) | | 1.4 (A) | | 9.8 (A) | 10.6 (B) | |
| 2041 Build | 5.4 (A) | Lane Group | 7.5 (A) | 0.0 (A) | 7.6 (A) | 0.0 (A) | 9.9 (A) | 12.3 (B) | 8.8 (A) |
| | | Approach | 3.8 (A) | | 1.3 (A) | | 9.9 (A) | 10.7 (B) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LT | LT | LTR | TR |
| Storage Length Available (ft) | | 200 | 305 | 0 | 105 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 3 | 1 | 4 | 10 |
| | 2027 No Build | 3 | 1 | 1 | 6 |
| | 2027 Construction | 3 | 1 | 1 | 6 |
| | 2036 No Build | 4 | 1 | 2 | 8 |
| | 2036 Build | 4 | 1 | 2 | 8 |
| | 2041 No Build | 5 | 1 | 2 | 9 |
| | 2041 Build | 5 | 1 | 2 | 9 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**1a. Prince William Parkway at Clover Hill Rd - East Diverging Diamond Interchange Intersection**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | Eastbound | Southeastbound |
| | | | L | R | T | L | R |
| 2036 No Build | 8.2 (A) | Lane Group | 11.9 (B) | 0.2 (A) | 9.9 (A) | 12.5 (B) | 10.9 (B) |
| | | Approach | 5.0 (A) | | 9.9 (A) | 12.2 (B) | |
| 2036 Build | 11.4 (B) | Lane Group | 15.2 (B) | 4.0 (A) | 13.0 (B) | 12.5 (B) | 14.1 (B) |
| | | Approach | 9.6 (A) | | 13.0 (B) | 13.4 (B) | |
| 2041 No Build | 8.4 (A) | Lane Group | 12.0 (B) | 0.2 (A) | 9.8 (A) | 12.8 (B) | 10.9 (B) |
| | | Approach | 5.2 (A) | | 9.8 (A) | 12.5 (B) | |
| 2041 Build | 10.6 (B) | Lane Group | 15.5 (B) | 0.4 (A) | 13.0 (B) | 12.8 (B) | 14.2 (B) |
| | | Approach | 8.0 (A) | | 13.0 (B) | 13.5 (B) | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | Eastbound | Southeastbound |
|---|---|---|---|---|---|---|
| | | L | R | T | L | R |
| Storage Length Available (ft) | | 900 | 900 | 525 | 240 | 300 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 70 | 0 | 45 | 88 | 26 |
| | 2036 Build | 168 | 0 | 130 | 88 | 118 |
| | 2041 No Build | 75 | 0 | 46 | 96 | 27 |
| | 2041 Build | 173 | 0 | 129 | 96 | 119 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**1b. Prince William Parkway at Clover Hill Rd - West Diverging Diamond Interchange Intersection**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Northwestbound | Westbound | Northeastbound | Southwestbound | |
| | | | L | R | T | L | R |
| 2036 No Build | 11.1 (B) | Lane Group | 11.2 | 11.4 | 11.0 | 11.0 | 11.0 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 11.3 | | 11.0 | 11.0 | |
| | | | (B) | | (B) | (B) | |
| 2036 Build | 11.7 (B) | Lane Group | 11.2 | 11.8 | 12.9 | 11.0 | 11.0 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 11.3 | | 12.9 | 11.0 | |
| | | | (B) | | (B) | (B) | |
| 2041 No Build | 11.2 (B) | Lane Group | 11.4 | 11.7 | 11.1 | 11.1 | 11.1 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 11.5 | | 11.1 | 11.1 | |
| | | | (B) | | (B) | (B) | |
| 2041 Build | 11.9 (B) | Lane Group | 11.4 | 12.3 | 13.0 | 11.1 | 11.1 |
| | | | (B) | | (B) | (B) | (B) |
| | | Approach | 11.6 | | 13.0 | 11.1 | |
| | | | (B) | | (B) | (B) | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Northwestbound | Westbound | Northeastbound | Southwestbound | |
|---|---|---|---|---|---|---|
| | | L | R | T | L | R |
| Storage Length Available (ft) | | 175 | 215 | 525 | 925 | 925 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 36 | 103 | 41 | 41 | 28 |
| | 2036 Build | 36 | 102 | 101 | 42 | 28 |
| | 2041 No Build | 39 | 112 | 42 | 45 | 30 |
| | 2041 Build | 39 | 114 | 102 | 46 | 30 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**1c. Prince William Parkway Southbound On-Ramp**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) |
|---|---|---|---|
| | | | Southeastbound |
| | | | L |
| 2036 No Build | 2.3 (A) | Lane Group | 10.2 |
| | | | (B) |
| | | Approach | 10.2 |
| | | | (B) |
| 2036 Build | 1.7 (A) | Lane Group | 11.6 |
| | | | (B) |
| | | Approach | 11.6 |
| | | | (B) |
| 2041 No Build | 2.5 (A) | Lane Group | 10.4 |
| | | | (B) |
| | | Approach | 10.4 |
| | | | (B) |
| 2041 Build | 1.9 (A) | Lane Group | 11.8 |
| | | | (B) |
| | | Approach | 11.8 |
| | | | (B) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound |
|---|---|---|
| | | L |
| Storage Length Available (ft) | | 200 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 7 |
| | 2036 Build | 9 |
| | 2041 No Build | 8 |
| | 2041 Build | 11 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**1d. Prince William Parkway Northbound On-Ramp**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) Northwest L |
|---|---|---|---|
| 2036 No Build | 4.5 (A) | Lane Group | 10.2 |
| | | | (B) |
| | | Approach | 10.2 |
| | | | (B) |
| 2036 Build | 8.5 (A) | Lane Group | 12.4 |
| | | | (B) |
| | | Approach | 12.4 |
| | | | (B) |
| 2041 No Build | 4.5 (A) | Lane Group | 10.4 |
| | | | (B) |
| | | Approach | 10.4 |
| | | | (B) |
| 2041 Build | 8.6 (A) | Lane Group | 12.8 |
| | | | (B) |
| | | Approach | 12.8 |
| | | | (B) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Northbound R |
|---|---|---|
| Storage Length Available (ft) | | 250 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 13 |
| | 2036 Build | 52 |
| | 2041 No Build | 15 |
| | 2041 Build | 56 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**10. Wakeman Drive at S Satellite Driveway**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Westbound | | Northbound | Southbound | |
| | | | L | R | TR | L | T |
| 2027 Construction | 5.3 (A) | Lane Group | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.6 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |
| 2036 Build | 0.6 (A) | Lane Group | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.6 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |
| 2041 Build | 0.5 (A) | Lane Group | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.8 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 300 | 365 | 355 |
| 95th Percentile Queue Length (ft) | 2027 Construction | 28 | 0 | 0 |
| | 2036 Build | 2 | 0 | 0 |
| | 2041 Build | 2 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**11. Wakeman Drive at N Satellite Driveway**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Westbound | | Northbound | Southbound | |
| | | | L | R | TR | L | T |
| 2027 Construction | 3.1 (A) | Lane Group | 9.3 | 0.0 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | | 0.0 | 0.1 | |
| | | | (A) | | (A) | (A) | |
| 2036 Build | 0.1 (A) | Lane Group | 9.0 | 0.0 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.0 | | 0.0 | 0.1 | |
| | | | (A) | | (A) | (A) | |
| 2041 Build | 0.1 (A) | Lane Group | 9.1 | 0.0 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | | 0.0 | 0.1 | |
| | | | (A) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 225 | 355 | 525 |
| 95th Percentile Queue Length (ft) | 2027 Construction | 10 | 0 | 0 |
| | 2036 Build | 0 | 0 | 0 |
| | 2041 Build | 0 | 0 | 0 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**1. Prince William Parkway at Clover Hill Rd**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
| | | | LT | R | LT | R | L | T | R | L | T | R |
| 2024 Existing | 21.2 (C) | Lane Group | 53.7 | 52.0 | 57.0 | 52.8 | 64.9 | 20.2 | 0.0 | 56.2 | 11.1 | 0.0 |
| | | | (D) | (D) | (E) | (D) | (E) | (C) | (A) | (E) | (B) | (A) |
| | | Approach | 52.8 | | 54.0 | | 20.4 | | | 15.0 | | |
| | | | (D) | | (D) | | (C) | | | (B) | | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LT | R | LT | R | L | T | R | L | T | R |
| Storage Length Available (ft) | | 1115 | 1115 | 1075 | 1075 | 470 | - | 355 | 470 | - | 280 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 30 | 0 | 82 | 56 | 43 | 646 | 0 | 217 | 433 | 0 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**2. Harry J. Parrish Blvd at Clover Hill Rd**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | Northwestbound | | Southwestbound | |
| | | | LT | T | R | L | R |
| 2024 Existing | 4.4 (A) | Lane Group | 8.8 | 9.1 | 8.3 | 7.2 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | 8.7 | | 0.4 | |
| | | | (A) | (A) | | (A) | |
| 2036 No Build | 4.3 (A) | Lane Group | 8.8 | 9.0 | 8.3 | 7.2 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | 8.7 | | 0.3 | |
| | | | (A) | (A) | | (A) | |
| 2036 Build | 5.3 (A) | Lane Group | 10.5 | 9.0 | 8.3 | 7.2 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.5 | 8.7 | | 0.1 | |
| | | | (B) | (A) | | (A) | |
| 2041 No Build | 4.3 (A) | Lane Group | 8.8 | 9.0 | 8.3 | 7.2 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | 8.7 | | 0.3 | |
| | | | (A) | (A) | | (A) | |
| 2041 Build | 5.4 (A) | Lane Group | 11 | 9.0 | 8.3 | 7.2 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11 | 8.7 | | 0.0 | |
| | | | (B) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | | Southwestbound | |
|---|---|---|---|---|---|---|
| | | LT | T | R | L | R |
| Storage Length Available (ft) | | 1210 | 405 | 255 | 1115 | 1115 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 0 | 0 | 0 | 0 |
| | 2036 No Build | 4 | 0 | 0 | 0 | 0 |
| | 2036 Build | 40 | 0 | 0 | 0 | 0 |
| | 2041 No Build | 5 | 0 | 0 | 0 | 0 |
| | 2041 Build | 50 | 0 | 0 | 0 | 0 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**3. Harry J. Parrish at Wakeman Drive**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | Westbound | Northbound | | Southbound | |
| | | | LTR | LTR | L | TR | L | TR |
| 2024 Existing | 5.8 (A) | Lane Group | 9.5 | 7.2 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | 7.2 | 1.0 | | 5.6 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2036 No Build | 6.7 (A) | Lane Group | 9.2 | 8.8 | 0.4 | 0.0 | 6.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 8.8 | 0.4 | | 6.0 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2036 Build | 7.3 (A) | Lane Group | 15.7 | 10.2 | 7.2 | 0.0 | 7.9 | 0.0 |
| | | | (C) | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 15.7 | 10.2 | 0.0 | | 7.7 | |
| | | | (C) | (B) | (A) | | (A) | |
| 2041 No Build | 6.0 (A) | Lane Group | 9.3 | 7.4 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 7.4 | 0.4 | | 5.9 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2041 Build | 7.6 (A) | Lane Group | 17.5 | 11 | 7.2 | 0.0 | 8.1 | 0.0 |
| | | | (C) | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 17.5 | 11 | 0.0 | | 7.8 | |
| | | | (C) | (B) | (A) | | (A) | |

*Note: EB Leg eliminated under Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LTR | LTR | LTR | LTR |
| Storage Length Available (ft) | | 140 | 790 | 260 | 235 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 2 | 5 | 0 | 2 |
| | 2036 No Build | 1 | 5 | 0 | 1 |
| | 2036 Build | 6 | 52 | 0 | 11 |
| | 2041 No Build | 1 | 5 | 0 | 2 |
| | 2041 Build | 8 | 76 | 0 | 12 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**4. Wakeman Drive at Frontage Rd Exit**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | Southbound |
| | | | L | R | T | T |
| 2024 Existing | 2.1 (A) | Lane Group | 8.7 | 8.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.6 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2036 No Build | 1.7 (A) | Lane Group | 8.7 | 8.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.6 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2036 Build | 8.0 (A) | Lane Group | 9.5 | 8.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2041 No Build | 1.7 (A) | Lane Group | 8.7 | 8.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.7 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2041 Build | 8.4 (A) | Lane Group | 9.8 | 8.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.8 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | Southbound |
|---|---|---|---|---|---|
| | | L | R | T | T |
| Storage Length Available (ft) | | 170 | 170 | 845 | 260 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 0 |
| | 2036 No Build | 1 | 0 | 0 | 0 |
| | 2036 Build | 16 | 0 | 0 | 0 |
| | 2041 No Build | 1 | 0 | 0 | 0 |
| | 2041 Build | 22 | 0 | 0 | 0 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**5. Wakeman Drive at Frontage Road Entrance**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | Northbound | | Southbound | |
| | | | LR | L | T | T | R |
| 2024 Existing | 2.0 (A) | Lane Group | 8.9 | 1.7 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.9 | 1.7 | | 0.0 | |
| | | | (A) | (A) | | (A) | |
| 2036 No Build | 1.5 (A) | Lane Group | 9.0 | 1.5 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.0 | 1.5 | | 0.0 | |
| | | | (A) | (A) | | (A) | |
| 2036 Build | 2.3 (A) | Lane Group | - | 3.7 | 0.0 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) | (A) |
| | | Approach | - | 3.7 | | 0.0 | |
| | | | - | (A) | | (A) | |
| 2041 No Build | 1.5 (A) | Lane Group | 9.0 | 1.5 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.0 | 1.5 | | 0.0 | |
| | | | (A) | (A) | | (A) | |
| 2041 Build | 2.9 (A) | Lane Group | - | 4.5 | 0.0 | 0.0 | 0.0 |
| | | | - | (A) | (A) | (A) | (A) |
| | | Approach | - | 4.5 | | 0.0 | |
| | | | - | (A) | | (A) | |

*Note: EB approach eliminated under Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Northbound | Southbound | |
|---|---|---|---|---|---|
| | | LR | L | T | R |
| Storage Length Available (ft) | | 150 | 235 | 875 | 165 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 1 | 0 | 0 |
| | 2036 No Build | 1 | 0 | 0 | 0 |
| | 2036 Build | - | 9 | 0 | 0 |
| | 2041 No Build | 1 | 1 | 0 | 0 |
| | 2041 Build | - | 13 | 0 | 0 |

*Note: EB approach eliminated under Build Conditions

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**6. Wakeman Drive at Employee Lot**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | | Northwestbound | | Southwestbound |
| | | | L | T | T | R | LR |
| 2024 Existing | 0.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 8.6 |
| | | | (A) | | (A) | | (A) |
| 2036 No Build | 0.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 8.6 |
| | | | (A) | | (A) | | (A) |
| 2036 Build | 6.3 (A) | Lane Group | 7.8 | 0.0 | 0.0 | 0.0 | 13.0 |
| | | | (A) | (A) | (A) | (A) | (B) |
| | | Approach | 4.5 | | 0 | | 13.0 |
| | | | (A) | | (A) | | (B) |
| 2041 No Build | 0.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 8.7 |
| | | | (A) | | (A) | | (A) |
| 2041 Build | 6.2 (A) | Lane Group | 7.8 | 0.0 | 0.0 | 0.0 | 13.2 |
| | | | (A) | (A) | (A) | (A) | (B) |
| | | Approach | 4.2 | | 0 | | 13.2 |
| | | | (A) | | (A) | | (B) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestboun | Southwestbound |
|---|---|---|---|---|
| | | LT | TR | LR |
| Storage Length Available (ft) | | 325 | 170 | 255 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 0 | 0 | 0 |
| | 2036 No Build | 0 | 0 | 0 |
| | 2036 Build | 5 | 0 | 38 |
| | 2041 No Build | 0 | 0 | 0 |
| | 2041 Build | 5 | 0 | 39 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**7. Wakeman Drive at Observation Rd**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | | Southbound |
| | | | L | R | L | T | TR |
| 2024 Existing | 4.7 (A) | Lane Group | 9.5 | 8.5 | 7.3 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.9 | | 4.1 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 No Build | 4.0 (A) | Lane Group | 9.4 | 8.5 | 7.3 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | | 4.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2036 Build | 5.7 (A) | Lane Group | 11.0 | 8.9 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | | 5.4 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 No Build | 4.0 (A) | Lane Group | 9.5 | 8.5 | 7.3 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | | 4.1 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2041 Build | 5.6 (A) | Lane Group | 11.2 | 8.9 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | | 5.3 | | 0.0 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | | Southbound |
|---|---|---|---|---|---|---|
| | | L | R | L | T | TR |
| Storage Length Available (ft) | | 105 | 865 | 145 | 620 | 240 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 2 | 2 | 2 | 0 | 0 |
| | 2036 No Build | 1 | 2 | 1 | 0 | 0 |
| | 2036 Build | 1 | 8 | 6 | 0 | 0 |
| | 2041 No Build | 1 | 2 | 2 | 0 | 0 |
| | 2041 Build | 2 | 8 | 6 | 0 | 0 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**8. Observation Rd at Piper Ln**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Westbound | Northbound | Southbound | |
| | | | LR | TR | L | T |
| 2024 Existing | 1.3 (A) | Lane Group | 8.6 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.6 | 0.0 | 0.5 | |
| | | | (A) | (A) | (A) | |
| 2036 No Build | 6.4 (A) | Lane Group | 8.5 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.5 | 0.0 | 6.0 | |
| | | | (A) | (A) | (A) | |
| 2036 Build | 7.6 (A) | Lane Group | 8.8 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | 0.0 | 7.0 | |
| | | | (A) | (A) | (A) | |
| 2041 No Build | 6.3 (A) | Lane Group | 8.5 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.5 | 0.0 | 5.9 | |
| | | | (A) | (A) | (A) | |
| 2041 Build | 7.4 (A) | Lane Group | 8.8 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | 0.0 | 7.4 | |
| | | | (A) | (A) | (A) | |

*Note: Intersection configuration and location changed between 2024 Existing and 2023 No Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 1630 | 640 | 600 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 |
| | 2036 No Build | 3 | 0 | 1 |
| | 2036 Build | 9 | 0 | 5 |
| | 2041 No Build | 3 | 0 | 1 |
| | 2041 Build | 10 | 0 | 5 |

*Note: Intersection configuration and location changed between 2024 Existing and 2023 No Build Conditions

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**9. Gateway Blvd at Carolina Dr**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | Southbound | |
| | | | L | T | L | T | LTR | LT | R |
| 2024 Existing | 4.7 (A) | Lane Group | 7.3 | 0.0 | 7.3 | 0.0 | 10.0 | 9.6 | 8.5 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.8 | | 1.2 | | 10.0 | 9.1 | |
| | | | (A) | | (A) | | (A) | (A) | |
| 2036 No Build | 5.2 (A) | Lane Group | 7.3 | 0.0 | 7.2 | 0.0 | 9.8 | 9.4 | 8.5 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 3.9 | | 0.8 | | 9.8 | 9.1 | |
| | | | (A) | | (A) | | (A) | (A) | |
| 2036 Build | 4.3 (A) | Lane Group | 7.4 | 0.0 | 7.3 | 0.0 | 10 | 9.6 | 8.5 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.8 | | 0.6 | | 10 | 9.2 | |
| | | | (A) | | (A) | | (A) | (A) | |
| 2041 No Build | 5.1 (A) | Lane Group | 7.3 | 0.0 | 7.3 | 0.0 | 9.9 | 9.5 | 8.5 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 3.9 | | 0.8 | | 9.9 | 9.1 | |
| | | | (A) | | (A) | | (A) | (A) | |
| 2041 Build | 4.4 (A) | Lane Group | 7.4 | 0.0 | 7.3 | 0.0 | 10.1 | 9.8 | 8.6 |
| | | | (A) | (A) | (A) | (A) | (B) | (A) | (A) |
| | | Approach | 2.9 | | 0.6 | | 10.1 | 9.4 | |
| | | | (A) | | (A) | | (B) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LT | LT | LTR | TR |
| Storage Length Available (ft) | | 200 | 305 | 0 | 105 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 3 |
| | 2036 No Build | 1 | 0 | 0 | 4 |
| | 2036 Build | 1 | 0 | 0 | 4 |
| | 2041 No Build | 1 | 0 | 0 | 4 |
| | 2041 Build | 1 | 0 | 0 | 5 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**1a. Prince William Parkway at Clover Hill Rd - East Diverging Diamond Interchange Intersection**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | Eastbound | Southeastbound |
| | | | L | R | T | L | R |
| 2036 No Build | 10.0 (A) | Lane Group | 10.4 (B) | 0.0 (A) | 8.1 (A) | 12.0 (B) | 10.5 (B) |
| | | Approach | 4.6 (A) | | 8.1 (A) | 11.8 (B) | |
| 2036 Build | 10.0 (A) | Lane Group | 12.3 (B) | 0.1 (A) | 11.4 (B) | 12.0 (B) | 12.3 (B) |
| | | Approach | 7.1 (A) | | 11.4 (B) | 12.2 (B) | |
| 2041 No Build | 10.1 (B) | Lane Group | 10.4 (B) | 0.0 (A) | 8.1 (A) | 12.2 (B) | 10.5 (B) |
| | | Approach | 4.4 (A) | | 8.1 (A) | 12.0 (B) | |
| 2041 Build | 10.3 (B) | Lane Group | 12.6 (B) | 0.1 (A) | 11.9 (B) | 12.2 (B) | 12.9 (B) |
| | | Approach | 7.3 (A) | | 11.9 (B) | 12.6 (B) | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | Eastbound | Southeastbound |
|---|---|---|---|---|---|---|
| | | L | R | T | L | R |
| Storage Length Available (ft) | | 900 | 900 | 525 | 240 | 300 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 16 | 0 | 16 | 74 | 19 |
| | 2036 Build | 87 | 0 | 84 | 74 | 76 |
| | 2041 No Build | 17 | 0 | 17 | 81 | 20 |
| | 2041 Build | 99 | 0 | 98 | 81 | 92 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**1b. Prince William Parkway at Clover Hill Rd - West Diverging Diamond Interchange Intersection**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Northwestbound | Westbound | Northeastbound | Southwestbound | |
| | | | L | R | T | L | R |
| 2036 No Build | 12.0 (B) | Lane Group | 10.4 | 10.9 | 13.8 | 10.7 | 11.2 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 10.8 | | 13.8 | 11.1 | |
| | | | (B) | | (B) | (B) | |
| 2036 Build | 10.9 (B) | Lane Group | 11.6 | 10.9 | 10.2 | 11.1 | 11.2 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 11.4 | | 10.2 | 11.2 | |
| | | | (B) | | (B) | (B) | |
| 2041 No Build | 12.1 (B) | Lane Group | 10.4 | 11.0 | 14.0 | 10.8 | 11.3 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 10.8 | | 14.0 | 11.2 | |
| | | | (B) | | (B) | (B) | |
| 2041 Build | 11.1 (B) | Lane Group | 12.0 | 11.0 | 10.2 | 11.1 | 11.3 |
| | | | (B) | (B) | (B) | (B) | (B) |
| | | Approach | 11.7 | | 10.2 | 11.2 | |
| | | | (B) | | (B) | (B) | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Northwestbound | Westbound | Northeastbound | Southwestbound | |
|---|---|---|---|---|---|---|
| | | L | R | T | L | R |
| Storage Length Available (ft) | | 175 | 215 | 525 | 925 | 925 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 16 | 31 | 109 | 30 | 32 |
| | 2036 Build | 63 | 31 | 77 | 44 | 32 |
| | 2041 No Build | 17 | 33 | 119 | 33 | 34 |
| | 2041 Build | 74 | 33 | 82 | 47 | 34 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**1c. Prince William Parkway Southbound On-Ramp**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) |
|---|---|---|---|
| | | | Southeastbound |
| | | | L |
| 2036 No Build | 5.4 (A) | Lane Group | 8.8 |
| | | | (A) |
| | | Approach | 8.8 |
| | | | (A) |
| 2036 Build | 2.3 (A) | Lane Group | 9.5 |
| | | | (A) |
| | | Approach | 9.5 |
| | | | (A) |
| 2041 No Build | 5.4 (A) | Lane Group | 8.9 |
| | | | (A) |
| | | Approach | 8.9 |
| | | | (A) |
| 2041 Build | 2.2 (A) | Lane Group | 9.7 |
| | | | (A) |
| | | Approach | 9.7 |
| | | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound |
|---|---|---|
| | | L |
| Storage Length Available (ft) | | 200 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 4 |
| | 2036 Build | 5 |
| | 2041 No Build | 4 |
| | 2041 Build | 5 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**1d. Prince William Parkway Northbound On-Ramp**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) Northwest L |
|---|---|---|---|
| 2036 No Build | 0.6 (A) | Lane Group | 9.7 |
| | | | (A) |
| | | Approach | 9.7 |
| | | | (A) |
| 2036 Build | 4.7 (A) | Lane Group | 10.8 |
| | | | (B) |
| | | Approach | 10.8 |
| | | | (B) |
| 2041 No Build | 0.6 (A) | Lane Group | 9.8 |
| | | | (A) |
| | | Approach | 9.8 |
| | | | (A) |
| 2041 Build | 5.1 (A) | Lane Group | 11.3 |
| | | | (B) |
| | | Approach | 11.3 |
| | | | (B) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Northbound R |
|---|---|---|
| Storage Length Available (ft) | | 250 |
| 95th Percentile Queue Length (ft) | 2036 No Build | 1 |
| | 2036 Build | 19 |
| | 2041 No Build | 2 |
| | 2041 Build | 25 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**10. Wakeman Drive at S Satellite Driveway**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Westbound | | Northbound | Southbound | |
| | | | L | R | TR | L | T |
| 2036 Build | 0.3 (A) | Lane Group | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 12.2 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |
| 2041 Build | 0.3 (A) | Lane Group | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 12.3 | | 0.0 | 0.0 | |
| | | | (B) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 300 | 365 | 355 |
| 95th Percentile Queue Length (ft) | 2036 Build | 1 | 0 | 0 |
| | 2041 Build | 2 | 0 | 0 |

**Measures of Effectiveness**
**Sat Peak Hour (1:00 PM - 2:00 PM)**
**11. Wakeman Drive at N Satellite Driveway**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Westbound | | Northbound | Southbound | |
| | | | L | R | TR | L | T |
| 2036 Build | 0.0 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0.0 | 0.0 | |
| | | | (A) | | (A) | (A) | |
| 2041 Build | 0.0 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0.0 | 0.0 | |
| | | | (A) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 225 | 355 | 525 |
| 95th Percentile Queue Length (ft) | 2036 Build | 0 | 0 | 0 |
| | 2041 Build | 0 | 0 | 0 |

# Appendix I – Synchro Results

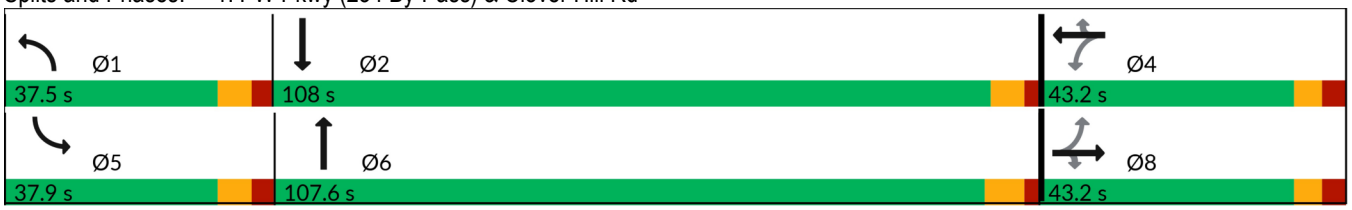
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 48 | 6 | 21 | 44 | 29 | 182 | 95 | 1709 | 36 | 40 | 1072 | 104 |
| Future Volume (vph) | 48 | 6 | 21 | 44 | 29 | 182 | 95 | 1709 | 36 | 40 | 1072 | 104 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | 0% | | | -2% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 355 | 470 | | 280 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.956 | | | 0.968 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1124 | 1328 | 0 | 1750 | 1584 | 1703 | 3374 | 1455 | 1585 | 3198 | 1539 |
| Flt Permitted | | 0.640 | | | 0.743 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 753 | 1328 | 0 | 1343 | 1584 | 1703 | 3374 | 1455 | 1585 | 3198 | 1539 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 70 | | | 239 | | | 112 | | | 112 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.57 | 0.75 | 0.75 | 0.65 | 0.81 | 0.76 | 0.77 | 0.91 | 0.82 | 0.67 | 0.83 | 0.81 |
| Heavy Vehicles (%) | 71% | 0% | 24% | 11% | 0% | 4% | 6% | 7% | 11% | 15% | 14% | 6% |
| Adj. Flow (vph) | 84 | 8 | 28 | 68 | 36 | 239 | 123 | 1878 | 44 | 60 | 1292 | 128 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 92 | 28 | 0 | 104 | 239 | 123 | 1878 | 44 | 60 | 1292 | 128 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |

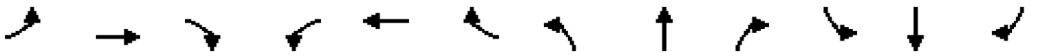
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 101.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 4.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 6.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 24.6 | 24.6 | | 24.6 | 24.6 | 18.1 | 102.9 | 159.2 | 12.7 | 94.6 | 159.2 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | 0.15 | 0.11 | 0.65 | 1.00 | 0.08 | 0.59 | 1.00 |
| v/c Ratio | | 0.79 | 0.11 | | 0.50 | 0.54 | 0.64 | 0.86 | 0.03 | 0.48 | 0.68 | 0.08 |
| Control Delay (s/veh) | | 108.9 | 0.8 | | 71.7 | 11.1 | 85.1 | 31.0 | 0.0 | 86.9 | 26.1 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 108.9 | 0.8 | | 71.7 | 11.1 | 85.1 | 31.0 | 0.0 | 86.9 | 26.1 | 0.1 |
| LOS | | F | A | | E | B | F | C | A | F | C | A |
| Approach Delay (s/veh) | | 83.6 | | | 29.5 | | | 33.6 | | | 26.3 | |
| Approach LOS | | F | | | C | | | C | | | C | |
| 90th %ile Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 26.2 | 107.9 | | 18.3 | 101.1 | |
| 90th %ile Term Code | Max | Max | Max | Hold | Hold | Hold | Gap | Hold | | Gap | Max | |
| 70th %ile Green (s) | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | 21.0 | 100.0 | | 14.8 | 94.9 | |
| 70th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Max | | Gap | Hold | |
| 50th %ile Green (s) | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 18.0 | 100.0 | | 12.6 | 95.7 | |
| 50th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Max | | Gap | Hold | |
| 30th %ile Green (s) | 20.1 | 20.1 | 20.1 | 20.1 | 20.1 | 20.1 | 15.2 | 100.0 | | 10.6 | 96.5 | |
| 30th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Max | | Gap | Hold | |
| 10th %ile Green (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 11.6 | 100.0 | | 0.0 | 81.6 | |
| 10th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Max | | Skip | Hold | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 94 | 0 | | 101 | 0 | 126 | 848 | 0 | 62 | 468 | 0 |
| Queue Length 95th (ft) | | 144 | 0 | | 160 | 28 | 183 | #1243 | 0 | 92 | 614 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 355 | 470 | | 280 |
| Base Capacity (vph) | | 172 | 358 | | 308 | 547 | 325 | 2180 | 1455 | 303 | 2061 | 1539 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.53 | 0.08 | | 0.34 | 0.44 | 0.38 | 0.86 | 0.03 | 0.20 | 0.63 | 0.08 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 159.2 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay (s/veh): 32.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 85.2% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| 90th %ile Actuated Cycle: 184.9 | | | |
| 70th %ile Actuated Cycle: 168.9 | | | |
| 50th %ile Actuated Cycle: 160.8 | | | |
| 30th %ile Actuated Cycle: 153.4 | | | |
| 10th %ile Actuated Cycle: 127.9 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 1: PW Pkwy (234 By-Pass) & Clover Hill Rd





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 48 | 6 | 21 | 44 | 29 | 182 | 95 | 1709 | 36 | 40 | 1072 | 104 |
| Future Volume (vph) | 48 | 6 | 21 | 44 | 29 | 182 | 95 | 1709 | 36 | 40 | 1072 | 104 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | 0% | | | -2% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 6.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1124 | 1328 | | 1751 | 1584 | 1703 | 3374 | 1455 | 1585 | 3198 | 1539 |
| Flt Permitted | | 0.64 | 1.00 | | 0.74 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 752 | 1328 | | 1344 | 1584 | 1703 | 3374 | 1455 | 1585 | 3198 | 1539 |
| Peak-hour factor, PHF | 0.57 | 0.75 | 0.75 | 0.65 | 0.81 | 0.76 | 0.77 | 0.91 | 0.82 | 0.67 | 0.83 | 0.81 |
| Adj. Flow (vph) | 84 | 8 | 28 | 68 | 36 | 239 | 123 | 1878 | 44 | 60 | 1292 | 128 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 92 | 4 | 0 | 104 | 37 | 123 | 1878 | 44 | 60 | 1292 | 128 |
| Heavy Vehicles (%) | 71% | 0% | 24% | 11% | 0% | 4% | 6% | 7% | 11% | 15% | 14% | 6% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 24.6 | 24.6 | | 24.6 | 24.6 | 18.1 | 102.9 | 160.8 | 10.6 | 96.5 | 160.8 |
| Effective Green, g (s) | | 24.6 | 24.6 | | 24.6 | 24.6 | 18.1 | 102.9 | 160.8 | 10.6 | 96.5 | 160.8 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | 0.15 | 0.11 | 0.64 | 1.00 | 0.07 | 0.60 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 6.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 115 | 203 | | 205 | 242 | 191 | 2159 | 1455 | 104 | 1919 | 1539 |
| v/s Ratio Prot | | | | | | | c0.07 | c0.56 | | 0.04 | 0.40 | |
| v/s Ratio Perm | | c0.12 | 0.00 | | 0.08 | 0.02 | | | 0.03 | | | 0.08 |
| v/c Ratio | | 0.80 | 0.02 | | 0.51 | 0.15 | 0.64 | 0.87 | 0.03 | 0.58 | 0.67 | 0.08 |
| Uniform Delay, d1 | | 65.7 | 57.9 | | 62.5 | 59.0 | 68.3 | 23.5 | 0.0 | 72.9 | 21.6 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 31.5 | 0.0 | | 2.0 | 0.3 | 8.1 | 4.0 | 0.0 | 9.0 | 0.9 | 0.1 |
| Delay (s) | | 97.3 | 57.9 | | 64.5 | 59.3 | 76.3 | 27.6 | 0.0 | 81.9 | 22.5 | 0.1 |
| Level of Service | | F | E | | E | E | E | C | A | F | C | A |
| Approach Delay (s/veh) | | 88.1 | | | 60.9 | | | 29.9 | | | 23.0 | |
| Approach LOS | | F | | | E | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 31.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 160.8 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 85.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 54 | 3 | 0 | 21 | 50 | 178 |
| Future Volume (vph) | 54 | 3 | 0 | 21 | 50 | 178 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.956 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1100 | 1900 | 1615 | 1805 | 1509 |
| Flt Permitted | | 0.956 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1100 | 1900 | 1615 | 1805 | 1509 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.50 | 0.38 | 0.88 | 0.42 | 0.89 | 0.79 |
| Heavy Vehicles (%) | 70% | 0% | 0% | 0% | 0% | 7% |
| Adj. Flow (vph) | 108 | 8 | 0 | 50 | 56 | 225 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 116 | 0 | 50 | 56 | 225 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 14.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 54 | 3 | 0 | 21 | 50 | 178 |
| Future Volume (Veh/h) | 54 | 3 | 0 | 21 | 50 | 178 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.50 | 0.38 | 0.88 | 0.42 | 0.89 | 0.79 |
| Hourly flow rate (vph) | 108 | 8 | 0 | 50 | 56 | 225 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 112 | 112 | 112 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 112 | 112 | 112 | 0 | 0 | |
| tC, single (s) | 7.8 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.1 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 84 | 99 | 100 | 95 | 97 | |
| cM capacity (veh/h) | 677 | 755 | 755 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 116 | 0 | 50 | 56 | 225 |
| Volume Left | 108 | 0 | 0 | 56 | 0 |
| Volume Right | 0 | 0 | 50 | 0 | 225 |
| cSH | 682 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.17 | 0.00 | 0.05 | 0.03 | 0.13 |
| Queue Length 95th (ft) | 15 | 0 | 4 | 3 | 0 |
| Control Delay (s/veh) | 11.4 | 0.0 | 8.5 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 11.4 | 8.5 | | 1.5 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 14.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 11 | 10 | 83 | 3 | 7 | 1 | 40 | 5 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 11 | 10 | 83 | 3 | 7 | 1 | 40 | 5 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.906 | | | 0.977 | | | 0.992 | |
| Flt Protected | | 0.976 | | | 0.993 | | | 0.984 | | | 0.966 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1663 | 0 | 0 | 1827 | 0 | 0 | 1738 | 0 |
| Flt Permitted | | 0.976 | | | 0.993 | | | 0.984 | | | 0.966 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1663 | 0 | 0 | 1827 | 0 | 0 | 1738 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.25 | 0.88 | 0.25 | 0.50 | 0.42 | 0.80 | 0.38 | 0.58 | 0.25 | 0.86 | 0.31 | 0.25 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 20% | 0% |
| Adj. Flow (vph) | 4 | 0 | 4 | 22 | 24 | 104 | 8 | 12 | 4 | 47 | 16 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 8 | 0 | 0 | 150 | 0 | 0 | 24 | 0 | 0 | 67 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 11 | 10 | 83 | 3 | 7 | 1 | 40 | 5 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 11 | 10 | 83 | 3 | 7 | 1 | 40 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.88 | 0.25 | 0.50 | 0.42 | 0.80 | 0.38 | 0.58 | 0.25 | 0.86 | 0.31 | 0.25 |
| Hourly flow rate (vph) | 4 | 0 | 4 | 22 | 24 | 104 | 8 | 12 | 4 | 47 | 16 | 4 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 154 | 144 | 18 | 146 | 144 | 14 | 20 | | | 16 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 154 | 144 | 18 | 146 | 144 | 14 | 20 | | | 16 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 97 | 97 | 90 | 100 | | | 97 | | |
| cM capacity (veh/h) | 700 | 725 | 1066 | 803 | 725 | 1060 | 1609 | | | 1615 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 150 | 24 | 67 |
| Volume Left | 4 | 22 | 8 | 47 |
| Volume Right | 4 | 104 | 4 | 4 |
| cSH | 845 | 946 | 1609 | 1615 |
| Volume to Capacity | 0.00* | 0.16 | 0.00* | 0.03 |
| Queue Length 95th (ft) | 1 | 14 | 0 | 2 |
| Control Delay (s/veh) | 9.3 | 9.5 | 2.4 | 5.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.3 | 9.5 | 2.4 | 5.2 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.7 | | | |
| Intersection Capacity Utilization | 19.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

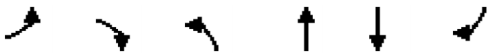
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 11 | 10 | 83 | 3 | 7 | 1 | 40 | 5 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 11 | 10 | 83 | 3 | 7 | 1 | 40 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 25 | 88 | 25 | 50 | 42 | 80 | 38 | 58 | 25 | 86 | 31 | 25 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 20 | 0 |
| Mvmt Flow | 4 | 0 | 4 | 22 | 24 | 104 | 8 | 12 | 4 | 47 | 16 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 154 | 144 | 18 | 144 | 144 | 14 | 20 | 0 | 0 | 16 | 0 | 0 |
| Stage 1 | 112 | 112 | - | 30 | 30 | - | - | - | - | - | - | - |
| Stage 2 | 42 | 32 | - | 114 | 114 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.24 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.336 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 817 | 751 | 1066 | 830 | 751 | 1060 | 1609 | - | - | 1615 | - | - |
| Stage 1 | 898 | 807 | - | 992 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 978 | 872 | - | 896 | 805 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 700 | 725 | 1066 | 805 | 725 | 1060 | 1609 | - | - | 1615 | - | - |
| Mov Cap-2 Maneuver | 700 | 725 | - | 805 | 725 | - | - | - | - | - | - | - |
| Stage 1 | 894 | 784 | - | 987 | 870 | - | - | - | - | - | - | - |
| Stage 2 | 854 | 868 | - | 867 | 782 | - | - | - | - | - | - | - |

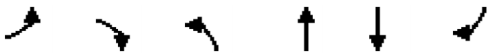
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 7.6 | 2.4 | 5.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1609 | - | - | 845 | 1528 | 1615 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.009 | 0.098 | 0.029 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.3 | 7.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.3 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 1 | 0 | 5 | 17 | 0 |
| Future Volume (vph) | 6 | 1 | 0 | 5 | 17 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.31 | 0.25 | 0.88 | 0.31 | 0.60 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 6% | 0% |
| Adj. Flow (vph) | 19 | 4 | 0 | 16 | 28 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 19 | 4 | 0 | 16 | 28 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 1 | 0 | 5 | 17 | 0 |
| Future Volume (Veh/h) | 6 | 1 | 0 | 5 | 17 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.31 | 0.25 | 0.88 | 0.31 | 0.60 | 0.88 |
| Hourly flow rate (vph) | 19 | 4 | 0 | 16 | 28 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 44 | 28 | 28 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 44 | 28 | 28 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 972 | 1053 | 1599 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 19 | 4 | 16 | 28 |
| Volume Left | 19 | 0 | 0 | 0 |
| Volume Right | 0 | 4 | 0 | 0 |
| cSH | 972 | 1053 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.00* | 0.00* | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.8 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

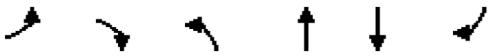
| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1 | 0 | 5 | 17 | 0 |
| Future Vol, veh/h | 6 | 1 | 0 | 5 | 17 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 31 | 25 | 88 | 31 | 60 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 19 | 4 | 0 | 16 | 28 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 44 | 28 | - | 0 | - | 0 |
| Stage 1 | 28 | - | - | - | - | - |
| Stage 2 | 16 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 972 | 1053 | 0 | - | - | 0 |
| Stage 1 | 1000 | - | 0 | - | - | 0 |
| Stage 2 | 1012 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 972 | 1053 | - | - | - | - |
| Mov Cap-2 Maneuver | 972 | - | - | - | - | - |
| Stage 1 | 1000 | - | - | - | - | - |
| Stage 2 | 1012 | - | - | - | - | - |

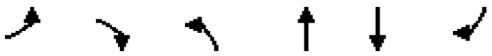
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 972 | 1053 | - |
| HCM Lane V/C Ratio | - | 0.02 | 0.004 | - |
| HCM Ctrl Dly (s/v) | - | 8.8 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0.1 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 0 | 11 | 80 | 46 | 18 |
| Future Volume (vph) | 7 | 0 | 11 | 80 | 46 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.992 | | |
| Satd. Flow (prot) | 1399 | 0 | 0 | 1814 | 1863 | 1524 |
| Flt Permitted | 0.950 | | | 0.992 | | |
| Satd. Flow (perm) | 1399 | 0 | 0 | 1814 | 1863 | 1524 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.44 | 0.88 | 0.58 | 0.77 | 0.94 | 0.75 |
| Heavy Vehicles (%) | 29% | 0% | 9% | 3% | 2% | 6% |
| Adj. Flow (vph) | 16 | 0 | 19 | 104 | 49 | 24 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 16 | 0 | 0 | 123 | 49 | 24 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 0 | 11 | 80 | 46 | 18 |
| Future Volume (Veh/h) | 7 | 0 | 11 | 80 | 46 | 18 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.44 | 0.88 | 0.58 | 0.77 | 0.94 | 0.75 |
| Hourly flow rate (vph) | 16 | 0 | 19 | 104 | 49 | 24 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 191 | 49 | 73 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 191 | 49 | 73 | | | |
| tC, single (s) | 6.7 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.8 | 3.3 | 2.3 | | | |
| p0 queue free % | 98 | 100 | 99 | | | |
| cM capacity (veh/h) | 731 | 1025 | 1483 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 16 | 123 | 49 | 24 |
| Volume Left | 16 | 19 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 24 |
| cSH | 731 | 1483 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.01 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 2 | 1 | 0 | 0 |
| Control Delay (s/veh) | 10.0 | 1.2 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 10.0 | 1.2 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

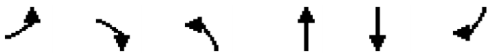
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 0 | 11 | 80 | 46 | 18 |
| Future Vol, veh/h | 7 | 0 | 11 | 80 | 46 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 44 | 88 | 58 | 77 | 94 | 75 |
| Heavy Vehicles, % | 29 | 0 | 9 | 3 | 2 | 6 |
| Mvmt Flow | 16 | 0 | 19 | 104 | 49 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 191 | 49 | 73 | 0 | - | 0 |
| Stage 1 | 49 | - | - | - | - | - |
| Stage 2 | 142 | - | - | - | - | - |
| Critical Hdwy | 6.69 | 6.2 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.69 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.69 | - | - | - | - | - |
| Follow-up Hdwy | 3.761 | 3.3 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 740 | 1025 | 1483 | - | - | - |
| Stage 1 | 909 | - | - | - | - | - |
| Stage 2 | 823 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 730 | 1025 | 1483 | - | - | - |
| Mov Cap-2 Maneuver | 730 | - | - | - | - | - |
| Stage 1 | 896 | - | - | - | - | - |
| Stage 2 | 823 | - | - | - | - | - |

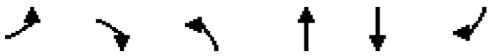
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10 | 1.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1483 | - | 730 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.022 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 33 | 42 | 30 | 48 | 48 | 31 |
| Future Volume (vph) | 33 | 42 | 30 | 48 | 48 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.935 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1752 | 1827 | 1716 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1752 | 1827 | 1716 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.41 | 0.72 | 0.58 | 0.73 | 0.80 | 0.56 |
| Heavy Vehicles (%) | 12% | 0% | 3% | 4% | 4% | 3% |
| Adj. Flow (vph) | 80 | 58 | 52 | 66 | 60 | 55 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 80 | 58 | 52 | 66 | 115 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 33 | 42 | 30 | 48 | 48 | 31 |
| Future Volume (Veh/h) | 33 | 42 | 30 | 48 | 48 | 31 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.41 | 0.72 | 0.58 | 0.73 | 0.80 | 0.56 |
| Hourly flow rate (vph) | 80 | 58 | 52 | 66 | 60 | 55 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 258 | 88 | 115 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 258 | 88 | 115 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 88 | 94 | 96 | | | |
| cM capacity (veh/h) | 685 | 976 | 1468 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 80 | 58 | 52 | 66 | 115 |
| Volume Left | 80 | 0 | 52 | 0 | 0 |
| Volume Right | 0 | 58 | 0 | 0 | 55 |
| cSH | 685 | 976 | 1468 | 1700 | 1700 |
| Volume to Capacity | 0.12 | 0.06 | 0.04 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 10 | 5 | 3 | 0 | 0 |
| Control Delay (s/veh) | 10.9 | 8.9 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.1 | | 3.3 | | 0.0 |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.8 | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 42 | 30 | 48 | 48 | 31 |
| Future Vol, veh/h | 33 | 42 | 30 | 48 | 48 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 41 | 72 | 58 | 73 | 80 | 56 |
| Heavy Vehicles, % | 12 | 0 | 3 | 4 | 4 | 3 |
| Mvmt Flow | 80 | 58 | 52 | 66 | 60 | 55 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 258 | 88 | 115 | 0 | - | 0 |
| Stage 1 | 88 | - | - | - | - | - |
| Stage 2 | 170 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 710 | 976 | 1468 | - | - | - |
| Stage 1 | 911 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 685 | 976 | 1468 | - | - | - |
| Mov Cap-2 Maneuver | 685 | - | - | - | - | - |
| Stage 1 | 879 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.1 | 3.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1468 | - | 685 | 976 | - | - |
| HCM Lane V/C Ratio | 0.035 | - | 0.118 | 0.06 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.4 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 20 | 57 | 20 | 10 | 31 |
| Future Volume (vph) | 20 | 20 | 57 | 20 | 10 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.932 | | 0.971 | | | |
| Flt Protected | 0.976 | | | | | 0.979 |
| Satd. Flow (prot) | 1728 | 0 | 1723 | 0 | 0 | 1860 |
| Flt Permitted | 0.976 | | | | | 0.979 |
| Satd. Flow (perm) | 1728 | 0 | 1723 | 0 | 0 | 1860 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 612 | | 1029 | | | 688 |
| Travel Time (s) | 16.7 | | 20.0 | | | 13.4 |
| Peak Hour Factor | 0.88 | 0.88 | 0.68 | 0.88 | 0.25 | 0.60 |
| Heavy Vehicles (%) | 0% | 0% | 9% | 0% | 0% | 0% |
| Adj. Flow (vph) | 23 | 23 | 84 | 23 | 40 | 52 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 46 | 0 | 107 | 0 | 0 | 92 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 20 | 20 | 57 | 20 | 10 | 31 |
| Future Volume (Veh/h) | 20 | 20 | 57 | 20 | 10 | 31 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.68 | 0.88 | 0.25 | 0.60 |
| Hourly flow rate (vph) | 23 | 23 | 84 | 23 | 40 | 52 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 228 | 96 | | | 107 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 228 | 96 | | | 107 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 98 | | | 97 | |
| cM capacity (veh/h) | 745 | 967 | | | 1497 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 46 | 107 | 92 |
| Volume Left | 23 | 0 | 40 |
| Volume Right | 23 | 23 | 0 |
| cSH | 841 | 1700 | 1497 |
| Volume to Capacity | 0.05 | 0.06 | 0.03 |
| Queue Length 95th (ft) | 4 | 0 | 2 |
| Control Delay (s/veh) | 9.5 | 0.0 | 3.4 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.5 | 0.0 | 3.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.1 | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 20 | 57 | 20 | 10 | 31 |
| Future Vol, veh/h | 20 | 20 | 57 | 20 | 10 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 68 | 88 | 25 | 60 |
| Heavy Vehicles, % | 0 | 0 | 9 | 0 | 0 | 0 |
| Mvmt Flow | 23 | 23 | 84 | 23 | 40 | 52 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 228 | 96 | 0 | 0 | 107 | 0 |
| Stage 1 | 96 | - | - | - | - | - |
| Stage 2 | 132 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 765 | 966 | - | - | 1497 | - |
| Stage 1 | 933 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 744 | 966 | - | - | 1497 | - |
| Mov Cap-2 Maneuver | 744 | - | - | - | - | - |
| Stage 1 | 933 | - | - | - | - | - |
| Stage 2 | 874 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 0 | 3.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 841 | 1497 | - |
| HCM Lane V/C Ratio | - | - | 0.054 | 0.027 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.5 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 87 | 0 | 0 | 64 |
| Future Volume (vph) | 0 | 0 | 87 | 0 | 0 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 99 | 0 | 0 | 73 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 99 | 0 | 0 | 73 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 7.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 87 | 0 | 0 | 64 |
| Future Volume (Veh/h) | 0 | 0 | 87 | 0 | 0 | 64 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 0 | 99 | 0 | 0 | 73 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 172 | 99 | | | 99 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 172 | 99 | | | 99 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 823 | 962 | | | 1507 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 99 | 73 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1507 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 7.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 64 |
| Future Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 99 | 0 | 0 | 73 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 172 | 99 | 0 | 0 | 99 | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 73 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 823 | 962 | - | - | 1507 | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 955 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 823 | 962 | - | - | 1507 | - |
| Mov Cap-2 Maneuver | 823 | - | - | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 955 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1507 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 87 | 0 | 0 | 64 |
| Future Volume (vph) | 0 | 0 | 87 | 0 | 0 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 99 | 0 | 0 | 73 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 99 | 0 | 0 | 73 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 7.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 87 | 0 | 0 | 64 |
| Future Volume (Veh/h) | 0 | 0 | 87 | 0 | 0 | 64 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 0 | 99 | 0 | 0 | 73 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 172 | 99 | | | 99 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 172 | 99 | | | 99 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 823 | 962 | | | 1507 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 99 | 73 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1507 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 7.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 64 |
| Future Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 99 | 0 | 0 | 73 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 172 | 99 | 0 | 0 | 99 | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 73 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 823 | 962 | - | - | 1507 | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 955 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 823 | 962 | - | - | 1507 | - |
| Mov Cap-2 Maneuver | 823 | - | - | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 955 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1507 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 26 | 64 | 78 | 9 | 0 | 0 |
| Future Volume (vph) | 26 | 64 | 78 | 9 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.986 | | | |
| Flt Protected | | 0.986 | | | | |
| Satd. Flow (prot) | 0 | 1834 | 1793 | 0 | 1900 | 0 |
| Flt Permitted | | 0.986 | | | | |
| Satd. Flow (perm) | 0 | 1834 | 1793 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 0% | 0% | 0% |
| Adj. Flow (vph) | 30 | 73 | 89 | 10 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 103 | 99 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 14.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 26 | 64 | 78 | 9 | 0 | 0 |
| Future Volume (Veh/h) | 26 | 64 | 78 | 9 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 30 | 73 | 89 | 10 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 99 | | | | 227 | 94 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 99 | | | | 227 | 94 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 100 | 100 |
| cM capacity (veh/h) | 1507 | | | | 750 | 968 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 103 | 99 | 0 |
| Volume Left | 30 | 0 | 0 |
| Volume Right | 0 | 10 | 0 |
| cSH | 1507 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 1.2 | |
| Intersection Capacity Utilization | | 14.8% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

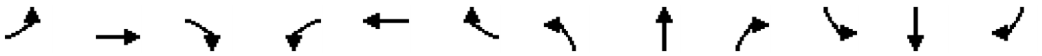
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 26 | 64 | 78 | 9 | 0 | 0 |
| Future Vol, veh/h | 26 | 64 | 78 | 9 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 73 | 89 | 10 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 99 | 0 | - | 0 | 227 | 94 |
| Stage 1 | - | - | - | - | 94 | - |
| Stage 2 | - | - | - | - | 133 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1507 | - | - | - | 766 | 968 |
| Stage 1 | - | - | - | - | 935 | - |
| Stage 2 | - | - | - | - | 898 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1507 | - | - | - | 750 | 968 |
| Mov Cap-2 Maneuver | - | - | - | - | 750 | - |
| Stage 1 | - | - | - | - | 915 | - |
| Stage 2 | - | - | - | - | 898 | - |

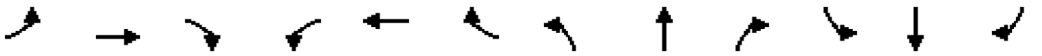
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.1 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1507 | - | - |
| HCM Lane V/C Ratio | - | - | 0.02 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.4 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 16 | 2 | 1 | 60 | 29 | 0 | 0 | 2 | 11 | 0 | 46 |
| Future Volume (vph) | 17 | 16 | 2 | 1 | 60 | 29 | 0 | 0 | 2 | 11 | 0 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.935 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3183 | 0 | 1805 | 3240 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3183 | 0 | 1805 | 3240 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.61 | 0.44 | 0.50 | 0.25 | 0.88 | 0.56 | 0.88 | 0.88 | 0.50 | 0.69 | 0.88 | 0.55 |
| Heavy Vehicles (%) | 6% | 13% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 7% |
| Adj. Flow (vph) | 28 | 36 | 4 | 4 | 68 | 52 | 0 | 0 | 4 | 16 | 0 | 84 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 40 | 0 | 4 | 120 | 0 | 0 | 4 | 0 | 0 | 16 | 84 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 16 | 2 | 1 | 60 | 29 | 0 | 0 | 2 | 11 | 0 | 46 |
| Future Volume (Veh/h) | 17 | 16 | 2 | 1 | 60 | 29 | 0 | 0 | 2 | 11 | 0 | 46 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.61 | 0.44 | 0.50 | 0.25 | 0.88 | 0.56 | 0.88 | 0.88 | 0.50 | 0.69 | 0.88 | 0.55 |
| Hourly flow rate (vph) | 28 | 36 | 4 | 4 | 68 | 52 | 0 | 0 | 4 | 16 | 0 | 84 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 120 | | | 40 | | | 178 | 222 | 20 | 180 | 198 | 60 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 120 | | | 40 | | | 178 | 222 | 20 | 180 | 198 | 60 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 91 |
| cM capacity (veh/h) | 1437 | | | 1583 | | | 695 | 665 | 1060 | 731 | 686 | 977 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 28 | 24 | 16 | 4 | 45 | 75 | 4 | 100 |
| Volume Left | 28 | 0 | 0 | 4 | 0 | 0 | 0 | 16 |
| Volume Right | 0 | 0 | 4 | 0 | 0 | 52 | 4 | 84 |
| cSH | 1437 | 1700 | 1700 | 1583 | 1700 | 1700 | 1060 | 1163 |
| Volume to Capacity | 0.02 | 0.01 | 0.00* | 0.00* | 0.03 | 0.04 | 0.00* | 0.09 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Control Delay (s/veh) | 7.6 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 8.4 | 9.2 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.1 | | | 0.2 | | | 8.4 | 9.2 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 21.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 17 | 16 | 2 | 1 | 60 | 29 | 0 | 0 | 2 | 11 | 0 | 46 |
| Future Vol, veh/h | 17 | 16 | 2 | 1 | 60 | 29 | 0 | 0 | 2 | 11 | 0 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 61 | 44 | 50 | 25 | 88 | 56 | 88 | 88 | 50 | 69 | 88 | 55 |
| Heavy Vehicles, % | 6 | 13 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 7 |
| Mvmt Flow | 28 | 36 | 4 | 4 | 68 | 52 | 0 | 0 | 4 | 16 | 0 | 84 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 120 | 0 | 0 | 40 | 0 | 0 | 136 | 222 | 20 | 176 | 198 | 60 |
| Stage 1 | - | - | - | - | - | - | 94 | 94 | - | 102 | 102 | - |
| Stage 2 | - | - | - | - | - | - | 42 | 128 | - | 74 | 96 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.04 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 1437 | - | - | 1583 | - | - | 827 | 680 | 1060 | 751 | 701 | 977 |
| Stage 1 | - | - | - | - | - | - | 908 | 821 | - | 873 | 815 | - |
| Stage 2 | - | - | - | - | - | - | 973 | 794 | - | 907 | 819 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1437 | - | - | 1583 | - | - | 743 | 665 | 1060 | 736 | 686 | 977 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 743 | 665 | - | 736 | 686 | - |
| Stage 1 | - | - | - | - | - | - | 891 | 805 | - | 856 | 813 | - |
| Stage 2 | - | - | - | - | - | - | 887 | 792 | - | 886 | 803 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.1 | 0.2 | 8.4 | 9.2 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1060 | 1437 | - | - | 1583 | - | - | 736 | 977 |
| HCM Lane V/C Ratio | 0.004 | 0.019 | - | - | 0.003 | - | - | 0.022 | 0.086 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.6 | - | - | 7.3 | - | - | 10 | 9 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.1 | 0.3 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 21 | 77 | 49 | 10 | 115 | 23 | 1415 | 50 | 155 | 1916 | 22 |
| Future Volume (vph) | 67 | 21 | 77 | 49 | 10 | 115 | 23 | 1415 | 50 | 155 | 1916 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | 0% | | | -2% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 355 | 470 | | 280 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.964 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1775 | 1584 | 0 | 1795 | 1599 | 1736 | 3195 | 1369 | 1805 | 3408 | 1284 |
| Flt Permitted | | 0.726 | | | 0.645 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1337 | 1584 | 0 | 1199 | 1599 | 1736 | 3195 | 1369 | 1805 | 3408 | 1284 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 117 | | | 140 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1256 | | | 1187 | | | 3553 | | | 2950 | |
| Travel Time (s) | | 34.3 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.80 | 0.75 | 0.66 | 0.82 | 0.42 | 0.82 | 0.58 | 0.96 | 0.83 | 0.95 | 0.92 | 0.50 |
| Heavy Vehicles (%) | 7% | 0% | 4% | 2% | 10% | 3% | 4% | 13% | 18% | 1% | 7% | 27% |
| Adj. Flow (vph) | 84 | 28 | 117 | 60 | 24 | 140 | 40 | 1474 | 60 | 163 | 2083 | 44 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 112 | 117 | 0 | 84 | 140 | 40 | 1474 | 60 | 163 | 2083 | 44 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |

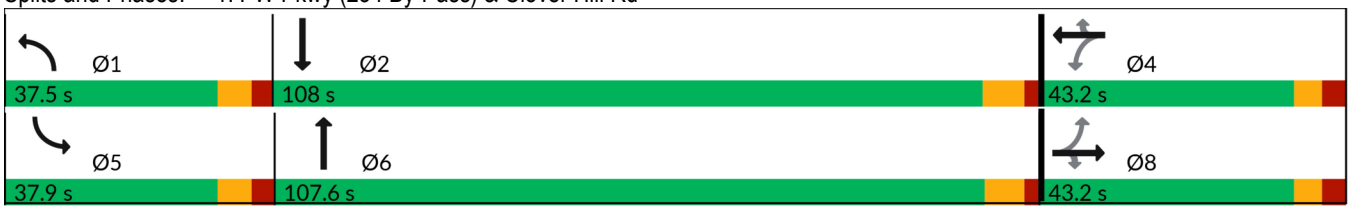
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 18.9 | 18.9 | | 18.9 | 18.9 | 10.3 | 92.5 | 155.0 | 20.6 | 106.5 | 155.0 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.12 | 0.12 | 0.07 | 0.60 | 1.00 | 0.13 | 0.69 | 1.00 |
| v/c Ratio | | 0.69 | 0.40 | | 0.58 | 0.44 | 0.35 | 0.77 | 0.04 | 0.68 | 0.89 | 0.03 |
| Control Delay (s/veh) | | 89.3 | 14.2 | | 82.7 | 13.8 | 82.8 | 28.6 | 0.1 | 80.7 | 28.0 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 89.3 | 14.2 | | 82.7 | 13.8 | 82.8 | 28.6 | 0.1 | 80.7 | 28.0 | 0.0 |
| LOS | | F | B | | F | B | F | C | A | F | C | A |
| Approach Delay (s/veh) | | 50.9 | | | 39.6 | | | 28.9 | | | 31.2 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| 90th %ile Green (s) | 28.5 | 28.5 | 28.5 | 28.5 | 28.5 | 28.5 | 14.2 | 100.0 | | 29.4 | 115.3 | |
| 90th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Max | | Gap | Hold | |
| 70th %ile Green (s) | 22.8 | 22.8 | 22.8 | 22.8 | 22.8 | 22.8 | 11.9 | 100.0 | | 24.2 | 112.4 | |
| 70th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Max | | Gap | Hold | |
| 50th %ile Green (s) | 19.2 | 19.2 | 19.2 | 19.2 | 19.2 | 19.2 | 10.3 | 89.3 | | 21.0 | 100.1 | |
| 50th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Hold | | Gap | Max | |
| 30th %ile Green (s) | 15.5 | 15.5 | 15.5 | 15.5 | 15.5 | 15.5 | 8.7 | 91.2 | | 17.5 | 100.1 | |
| 30th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Gap | Hold | | Gap | Max | |
| 10th %ile Green (s) | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 0.0 | 79.7 | | 12.8 | 100.1 | |
| 10th %ile Term Code | Gap | Gap | Gap | Hold | Hold | Hold | Skip | Hold | | Gap | Max | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 108 | 0 | | 80 | 0 | 39 | 568 | 0 | 156 | 904 | 0 |
| Queue Length 95th (ft) | | 163 | 12 | | 68 | 48 | 57 | 852 | 0 | 267 | #1306 | 0 |
| Internal Link Dist (ft) | | 1176 | | | 1107 | | | 3473 | | | 2870 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 355 | 470 | | 280 |
| Base Capacity (vph) | | 315 | 462 | | 282 | 484 | 341 | 2093 | 1369 | 354 | 2341 | 1284 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.36 | 0.25 | | 0.30 | 0.29 | 0.12 | 0.70 | 0.04 | 0.46 | 0.89 | 0.03 |

Intersection Summary

Area Type: Other
Cycle Length: 188.7
Actuated Cycle Length: 155
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 31.9 Intersection LOS: C
Intersection Capacity Utilization 89.1% ICU Level of Service E
Analysis Period (min) 15
90th %ile Actuated Cycle: 180.6
70th %ile Actuated Cycle: 169.7
50th %ile Actuated Cycle: 152.2
30th %ile Actuated Cycle: 146.9
10th %ile Actuated Cycle: 125.8
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 21 | 77 | 49 | 10 | 115 | 23 | 1415 | 50 | 155 | 1916 | 22 |
| Future Volume (vph) | 67 | 21 | 77 | 49 | 10 | 115 | 23 | 1415 | 50 | 155 | 1916 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | 0% | | | -2% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1775 | 1584 | | 1794 | 1599 | 1736 | 3195 | 1369 | 1805 | 3408 | 1284 |
| Flt Permitted | | 0.73 | 1.00 | | 0.64 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1336 | 1584 | | 1198 | 1599 | 1736 | 3195 | 1369 | 1805 | 3408 | 1284 |
| Peak-hour factor, PHF | 0.80 | 0.75 | 0.66 | 0.82 | 0.42 | 0.82 | 0.58 | 0.96 | 0.83 | 0.95 | 0.92 | 0.50 |
| Adj. Flow (vph) | 84 | 28 | 117 | 60 | 24 | 140 | 40 | 1474 | 60 | 163 | 2083 | 44 |
| RTOR Reduction (vph) | 0 | 0 | 103 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 112 | 14 | 0 | 84 | 17 | 40 | 1474 | 60 | 163 | 2083 | 44 |
| Heavy Vehicles (%) | 7% | 0% | 4% | 2% | 10% | 3% | 4% | 13% | 18% | 1% | 7% | 27% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 18.9 | 18.9 | | 18.9 | 18.9 | 8.5 | 94.3 | 156.5 | 20.6 | 106.5 | 156.5 |
| Effective Green, g (s) | | 18.9 | 18.9 | | 18.9 | 18.9 | 8.5 | 94.3 | 156.5 | 20.6 | 106.5 | 156.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.12 | 0.12 | 0.05 | 0.60 | 1.00 | 0.13 | 0.68 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 161 | 191 | | 144 | 193 | 94 | 1925 | 1369 | 237 | 2319 | 1284 |
| v/s Ratio Prot | | | | | | | 0.02 | 0.46 | | c0.09 | c0.61 | |
| v/s Ratio Perm | | c0.08 | 0.01 | | 0.07 | 0.01 | | | 0.04 | | | 0.03 |
| v/c Ratio | | 0.70 | 0.07 | | 0.58 | 0.09 | 0.43 | 0.77 | 0.04 | 0.69 | 0.90 | 0.03 |
| Uniform Delay, d1 | | 66.0 | 61.0 | | 65.1 | 61.1 | 71.6 | 22.9 | 0.0 | 64.9 | 20.5 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 12.3 | 0.2 | | 5.9 | 0.2 | 4.2 | 1.9 | 0.1 | 8.7 | 5.1 | 0.0 |
| Delay (s) | | 78.3 | 61.2 | | 71.0 | 61.3 | 75.8 | 24.8 | 0.1 | 73.6 | 25.6 | 0.0 |
| Level of Service | | E | E | | E | E | E | C | A | E | C | A |
| Approach Delay (s/veh) | | 69.6 | | | 65.0 | | | 25.2 | | | 28.5 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 31.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 156.5 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 89.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 116 | 1 | 4 | 49 | 0 | 55 |
| Future Volume (vph) | 116 | 1 | 4 | 49 | 0 | 55 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.954 | | | | |
| Satd. Flow (prot) | 0 | 1745 | 1900 | 1524 | 1900 | 1404 |
| Flt Permitted | | 0.954 | | | | |
| Satd. Flow (perm) | 0 | 1745 | 1900 | 1524 | 1900 | 1404 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1256 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.3 | |
| Confl. Bikes (#/hr) | | | | 1 | | |
| Peak Hour Factor | 0.81 | 0.25 | 0.50 | 0.68 | 0.88 | 0.58 |
| Heavy Vehicles (%) | 4% | 0% | 0% | 6% | 0% | 15% |
| Adj. Flow (vph) | 143 | 4 | 8 | 72 | 0 | 95 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 147 | 8 | 72 | 0 | 95 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

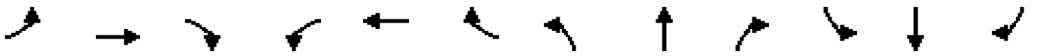
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 16.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 116 | 1 | 4 | 49 | 0 | 55 |
| Future Volume (Veh/h) | 116 | 1 | 4 | 49 | 0 | 55 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.81 | 0.25 | 0.50 | 0.68 | 0.88 | 0.58 |
| Hourly flow rate (vph) | 143 | 4 | 8 | 72 | 0 | 95 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1256 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 4 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 4 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 85 | 100 | 99 | 93 | 100 | |
| cM capacity (veh/h) | 938 | 900 | 900 | 1073 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 147 | 8 | 72 | 0 | 95 |
| Volume Left | 143 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 72 | 0 | 95 |
| cSH | 937 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.16 | 0.00* | 0.07 | 0.00 | 0.06 |
| Queue Length 95th (ft) | 14 | 1 | 5 | 0 | 0 |
| Control Delay (s/veh) | 9.6 | 9.0 | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | A | A | | |
| Approach Delay (s/veh) | 9.6 | 8.6 | | 0.0 | |
| Approach LOS | A | A | | | |

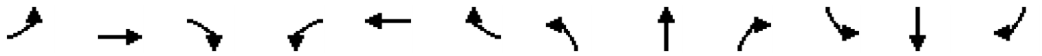
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.5 | | |
| Intersection Capacity Utilization | 16.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 7 | 4 | 4 | 4 | 3 | 64 | 2 | 8 | 12 | 59 | 7 | 0 |
| Future Volume (vph) | 7 | 4 | 4 | 4 | 3 | 64 | 2 | 8 | 12 | 59 | 7 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.946 | | | 0.878 | | | 0.929 | | | | |
| Flt Protected | | 0.980 | | | 0.998 | | | 0.995 | | | 0.959 | |
| Satd. Flow (prot) | 0 | 1761 | 0 | 0 | 1579 | 0 | 0 | 1686 | 0 | 0 | 1744 | 0 |
| Flt Permitted | | 0.980 | | | 0.998 | | | 0.995 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1761 | 0 | 0 | 1579 | 0 | 0 | 1686 | 0 | 0 | 1744 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Confl. Bikes (#/hr) | | | | | | | | | 4 | | | 1 |
| Peak Hour Factor | 0.44 | 0.50 | 0.25 | 0.75 | 0.50 | 0.63 | 0.50 | 0.50 | 0.55 | 0.78 | 0.58 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 8% | 3% | 14% | 0% |
| Adj. Flow (vph) | 16 | 8 | 16 | 5 | 6 | 102 | 4 | 16 | 22 | 76 | 12 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 40 | 0 | 0 | 113 | 0 | 0 | 42 | 0 | 0 | 88 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 21.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 4 | 4 | 4 | 3 | 64 | 2 | 8 | 12 | 59 | 7 | 0 |
| Future Volume (Veh/h) | 7 | 4 | 4 | 4 | 3 | 64 | 2 | 8 | 12 | 59 | 7 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.44 | 0.50 | 0.25 | 0.75 | 0.50 | 0.63 | 0.50 | 0.50 | 0.55 | 0.78 | 0.58 | 0.88 |
| Hourly flow rate (vph) | 16 | 8 | 16 | 5 | 6 | 102 | 4 | 16 | 22 | 76 | 12 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 202 | 210 | 12 | 219 | 199 | 27 | 12 | | | 38 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 202 | 210 | 12 | 219 | 199 | 27 | 12 | | | 38 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 99 | 99 | 99 | 99 | 90 | 100 | | | 95 | | |
| cM capacity (veh/h) | 655 | 656 | 1074 | 696 | 665 | 1037 | 1620 | | | 1566 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 40 | 113 | 42 | 88 |
| Volume Left | 16 | 5 | 4 | 76 |
| Volume Right | 16 | 102 | 22 | 0 |
| cSH | 776 | 986 | 1620 | 1566 |
| Volume to Capacity | 0.05 | 0.11 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 4 | 10 | 0 | 4 |
| Control Delay (s/veh) | 9.9 | 9.1 | 0.7 | 6.5 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.9 | 9.1 | 0.7 | 6.5 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.2 | | | |
| Intersection Capacity Utilization | 21.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

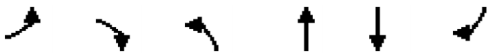
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 4 | 4 | 4 | 3 | 64 | 2 | 8 | 12 | 59 | 7 | 0 |
| Future Vol, veh/h | 7 | 4 | 4 | 4 | 3 | 64 | 2 | 8 | 12 | 59 | 7 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 44 | 50 | 25 | 75 | 50 | 63 | 50 | 50 | 55 | 78 | 58 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 | 3 | 14 | 0 |
| Mvmt Flow | 16 | 8 | 16 | 5 | 6 | 102 | 4 | 16 | 22 | 76 | 12 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 202 | 210 | 12 | 211 | 199 | 27 | 12 | 0 | 0 | 38 | 0 | 0 |
| Stage 1 | 164 | 164 | - | 35 | 35 | - | - | - | - | - | - | - |
| Stage 2 | 38 | 46 | - | 176 | 164 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.26 | 4.1 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.354 | 2.2 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 761 | 691 | 1074 | 750 | 700 | 1037 | 1620 | - | - | 1566 | - | - |
| Stage 1 | 843 | 766 | - | 986 | 870 | - | - | - | - | - | - | - |
| Stage 2 | 982 | 861 | - | 831 | 766 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 654 | 655 | 1074 | 703 | 664 | 1037 | 1620 | - | - | 1566 | - | - |
| Mov Cap-2 Maneuver | 654 | 655 | - | 703 | 664 | - | - | - | - | - | - | - |
| Stage 1 | 840 | 728 | - | 983 | 867 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 858 | - | 770 | 728 | - | - | - | - | - | - | - |

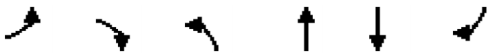
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.9 | 8.5 | 0.7 | 6.4 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1620 | - | - | 776 | 1153 | 1566 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.051 | 0.098 | 0.048 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.9 | 8.5 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.2 | 0.3 | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 0 | 18 | 15 | 0 |
| Future Volume (vph) | 4 | 0 | 0 | 18 | 15 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1900 | 0 | 1792 | 1776 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1900 | 0 | 1792 | 1776 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.38 | 0.88 | 0.88 | 0.64 | 0.70 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 6% | 7% | 0% |
| Adj. Flow (vph) | 11 | 0 | 0 | 28 | 21 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 0 | 0 | 28 | 21 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 0 | 18 | 15 | 0 |
| Future Volume (Veh/h) | 4 | 0 | 0 | 18 | 15 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.38 | 0.88 | 0.88 | 0.64 | 0.70 | 0.88 |
| Hourly flow rate (vph) | 11 | 0 | 0 | 28 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 49 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 49 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 965 | 1062 | 1608 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 0 | 28 | 21 |
| Volume Left | 11 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 965 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.8 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

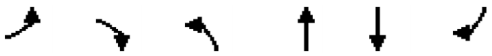
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 0 | 18 | 15 | 0 |
| Future Vol, veh/h | 4 | 0 | 0 | 18 | 15 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 38 | 88 | 88 | 64 | 70 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 6 | 7 | 0 |
| Mvmt Flow | 11 | 0 | 0 | 28 | 21 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 49 | 21 | - | 0 | - | 0 |
| Stage 1 | 21 | - | - | - | - | - |
| Stage 2 | 28 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 965 | 1062 | 0 | - | - | 0 |
| Stage 1 | 1007 | - | 0 | - | - | 0 |
| Stage 2 | 1000 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 965 | 1062 | - | - | - | - |
| Mov Cap-2 Maneuver | 965 | - | - | - | - | - |
| Stage 1 | 1007 | - | - | - | - | - |
| Stage 2 | 1000 | - | - | - | - | - |

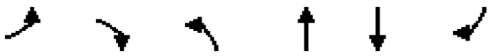
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 965 | - | - |
| HCM Lane V/C Ratio | - | 0.011 | - | - |
| HCM Ctrl Dly (s/v) | - | 8.8 | 0 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 5 | 5 | 74 | 61 | 11 |
| Future Volume (vph) | 13 | 5 | 5 | 74 | 61 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.966 | | | | | 0.850 |
| Flt Protected | 0.964 | | | 0.995 | | |
| Satd. Flow (prot) | 1769 | 0 | 0 | 1790 | 1810 | 1615 |
| Flt Permitted | 0.964 | | | 0.995 | | |
| Satd. Flow (perm) | 1769 | 0 | 0 | 1790 | 1810 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Confl. Bikes (#/hr) | | | | | | 1 |
| Peak Hour Factor | 0.54 | 0.62 | 0.42 | 0.70 | 0.85 | 0.69 |
| Heavy Vehicles (%) | 0% | 0% | 20% | 4% | 5% | 0% |
| Adj. Flow (vph) | 24 | 8 | 12 | 106 | 72 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 32 | 0 | 0 | 118 | 72 | 16 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 13 | 5 | 5 | 74 | 61 | 11 |
| Future Volume (Veh/h) | 13 | 5 | 5 | 74 | 61 | 11 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.54 | 0.62 | 0.42 | 0.70 | 0.85 | 0.69 |
| Hourly flow rate (vph) | 24 | 8 | 12 | 106 | 72 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 202 | 72 | 88 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 202 | 72 | 88 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.4 | | | |
| p0 queue free % | 97 | 99 | 99 | | | |
| cM capacity (veh/h) | 784 | 996 | 1402 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 32 | 118 | 72 | 16 |
| Volume Left | 24 | 12 | 0 | 0 |
| Volume Right | 8 | 0 | 0 | 16 |
| cSH | 828 | 1402 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.00* | 0.04 | 0.00* |
| Queue Length 95th (ft) | 3 | 1 | 0 | 0 |
| Control Delay (s/veh) | 9.5 | 0.8 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.5 | 0.8 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 18.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

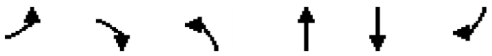
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 5 | 5 | 74 | 61 | 11 |
| Future Vol, veh/h | 13 | 5 | 5 | 74 | 61 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 54 | 62 | 42 | 70 | 85 | 69 |
| Heavy Vehicles, % | 0 | 0 | 20 | 4 | 5 | 0 |
| Mvmt Flow | 24 | 8 | 12 | 106 | 72 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 202 | 72 | 88 | 0 | - | 0 |
| Stage 1 | 72 | - | - | - | - | - |
| Stage 2 | 130 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.3 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.38 | - | - | - |
| Pot Cap-1 Maneuver | 791 | 996 | 1402 | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 901 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 784 | 996 | 1402 | - | - | - |
| Mov Cap-2 Maneuver | 784 | - | - | - | - | - |
| Stage 1 | 947 | - | - | - | - | - |
| Stage 2 | 901 | - | - | - | - | - |

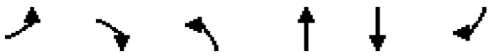
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 0.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1402 | - | 828 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.039 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 30 | 61 | 70 | 31 | 26 |
| Future Volume (vph) | 20 | 30 | 61 | 70 | 31 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.928 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1570 | 1509 | 1770 | 1845 | 1581 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1570 | 1509 | 1770 | 1845 | 1581 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Confl. Bikes (#/hr) | | | | | | 2 |
| Peak Hour Factor | 0.47 | 0.75 | 0.75 | 0.80 | 0.78 | 0.56 |
| Heavy Vehicles (%) | 15% | 7% | 2% | 3% | 3% | 19% |
| Adj. Flow (vph) | 43 | 40 | 81 | 88 | 40 | 46 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 43 | 40 | 81 | 88 | 86 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 20 | 30 | 61 | 70 | 31 | 26 |
| Future Volume (Veh/h) | 20 | 30 | 61 | 70 | 31 | 26 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.47 | 0.75 | 0.75 | 0.80 | 0.78 | 0.56 |
| Hourly flow rate (vph) | 43 | 40 | 81 | 88 | 40 | 46 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 313 | 63 | 86 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 313 | 63 | 86 | | | |
| tC, single (s) | 6.6 | 6.3 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.2 | | | |
| p0 queue free % | 93 | 96 | 95 | | | |
| cM capacity (veh/h) | 619 | 988 | 1510 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 43 | 40 | 81 | 88 | 86 |
| Volume Left | 43 | 0 | 81 | 0 | 0 |
| Volume Right | 0 | 40 | 0 | 0 | 46 |
| cSH | 619 | 988 | 1510 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.04 | 0.05 | 0.05 | 0.05 |
| Queue Length 95th (ft) | 6 | 3 | 4 | 0 | 0 |
| Control Delay (s/veh) | 11.3 | 8.8 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.1 | | 3.6 | | 0.0 |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.3 | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 30 | 61 | 70 | 31 | 26 |
| Future Vol, veh/h | 20 | 30 | 61 | 70 | 31 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 47 | 75 | 75 | 80 | 78 | 56 |
| Heavy Vehicles, % | 15 | 7 | 2 | 3 | 3 | 19 |
| Mvmt Flow | 43 | 40 | 81 | 88 | 40 | 46 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 313 | 63 | 86 | 0 | - | 0 |
| Stage 1 | 63 | - | - | - | - | - |
| Stage 2 | 250 | - | - | - | - | - |
| Critical Hdwy | 6.55 | 6.27 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.55 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.55 | - | - | - | - | - |
| Follow-up Hdwy | 3.635 | 3.363 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 654 | 988 | 1510 | - | - | - |
| Stage 1 | 928 | - | - | - | - | - |
| Stage 2 | 762 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 619 | 988 | 1510 | - | - | - |
| Mov Cap-2 Maneuver | 619 | - | - | - | - | - |
| Stage 1 | 878 | - | - | - | - | - |
| Stage 2 | 762 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10 | 3.6 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1510 | - | 619 | 988 | - | - |
| HCM Lane V/C Ratio | 0.054 | - | 0.069 | 0.04 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11.2 | 8.8 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.2 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 8 | 26 | 28 | 28 | 66 |
| Future Volume (vph) | 28 | 8 | 26 | 28 | 28 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.970 | | 0.946 | | | |
| Flt Protected | 0.962 | | | | | 0.987 |
| Satd. Flow (prot) | 1773 | 0 | 1677 | 0 | 0 | 1809 |
| Flt Permitted | 0.962 | | | | | 0.987 |
| Satd. Flow (perm) | 1773 | 0 | 1677 | 0 | 0 | 1809 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 612 | | 1029 | | | 692 |
| Travel Time (s) | 16.7 | | 20.0 | | | 13.5 |
| Confl. Bikes (#/hr) | | | | 2 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.54 | 0.88 | 0.88 | 0.75 |
| Heavy Vehicles (%) | 0% | 0% | 12% | 0% | 0% | 5% |
| Adj. Flow (vph) | 32 | 9 | 48 | 32 | 32 | 88 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 41 | 0 | 80 | 0 | 0 | 120 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 28 | 8 | 26 | 28 | 28 | 66 |
| Future Volume (Veh/h) | 28 | 8 | 26 | 28 | 28 | 66 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.54 | 0.88 | 0.88 | 0.75 |
| Hourly flow rate (vph) | 32 | 9 | 48 | 32 | 32 | 88 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 216 | 64 | | | 80 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 216 | 64 | | | 80 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 99 | | | 98 | |
| cM capacity (veh/h) | 760 | 1006 | | | 1531 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 41 | 80 | 120 |
| Volume Left | 32 | 0 | 32 |
| Volume Right | 9 | 32 | 0 |
| cSH | 804 | 1700 | 1531 |
| Volume to Capacity | 0.05 | 0.05 | 0.02 |
| Queue Length 95th (ft) | 4 | 0 | 2 |
| Control Delay (s/veh) | 9.7 | 0.0 | 2.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.7 | 0.0 | 2.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.7 | |
| Intersection Capacity Utilization | | 21.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 8 | 26 | 28 | 28 | 66 |
| Future Vol, veh/h | 28 | 8 | 26 | 28 | 28 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 54 | 88 | 88 | 75 |
| Heavy Vehicles, % | 0 | 0 | 12 | 0 | 0 | 5 |
| Mvmt Flow | 32 | 9 | 48 | 32 | 32 | 88 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 64 | 0 | 0 | 80 | 0 |
| Stage 1 | 64 | - | - | - | - | - |
| Stage 2 | 152 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 777 | 1006 | - | - | 1531 | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 881 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 760 | 1006 | - | - | 1531 | - |
| Mov Cap-2 Maneuver | 760 | - | - | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 862 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 0 | 2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 804 | 1531 | - |
| HCM Lane V/C Ratio | - | - | 0.051 | 0.021 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 87 | 0 | 0 | 72 |
| Future Volume (vph) | 0 | 0 | 87 | 0 | 0 | 72 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Confl. Bikes (#/hr) | | | | 4 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 99 | 0 | 0 | 82 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 99 | 0 | 0 | 82 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 7.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 87 | 0 | 0 | 72 |
| Future Volume (Veh/h) | 0 | 0 | 87 | 0 | 0 | 72 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 0 | 99 | 0 | 0 | 82 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 181 | 99 | | | 99 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 181 | 99 | | | 99 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 813 | 962 | | | 1507 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 99 | 82 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1507 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 7.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 72 |
| Future Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 72 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 99 | 0 | 0 | 82 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 181 | 99 | 0 | 0 | 99 | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 82 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 813 | 962 | - | - | 1507 | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 946 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 813 | 962 | - | - | 1507 | - |
| Mov Cap-2 Maneuver | 813 | - | - | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 946 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1507 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 87 | 0 | 0 | 72 |
| Future Volume (vph) | 0 | 0 | 87 | 0 | 0 | 72 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Confl. Bikes (#/hr) | | | | 4 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 99 | 0 | 0 | 82 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 99 | 0 | 0 | 82 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 7.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 87 | 0 | 0 | 72 |
| Future Volume (Veh/h) | 0 | 0 | 87 | 0 | 0 | 72 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 0 | 99 | 0 | 0 | 82 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 181 | 99 | | | 99 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 181 | 99 | | | 99 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 813 | 962 | | | 1507 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 99 | 82 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1507 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 7.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 72 |
| Future Vol, veh/h | 0 | 0 | 87 | 0 | 0 | 72 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 99 | 0 | 0 | 82 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 181 | 99 | 0 | 0 | 99 | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 82 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 813 | 962 | - | - | 1507 | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 946 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 813 | 962 | - | - | 1507 | - |
| Mov Cap-2 Maneuver | 813 | - | - | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 946 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1507 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 61 | 87 | 0 | 11 | 44 |
| Future Volume (vph) | 0 | 61 | 87 | 0 | 11 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | | 0.893 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1810 | 1845 | 0 | 1680 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1810 | 1845 | 0 | 1680 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Confl. Bikes (#/hr) | | | | 4 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 5% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 69 | 99 | 0 | 13 | 50 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 69 | 99 | 0 | 63 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 61 | 87 | 0 | 11 | 44 |
| Future Volume (Veh/h) | 0 | 61 | 87 | 0 | 11 | 44 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 69 | 99 | 0 | 13 | 50 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 99 | | | | 168 | 99 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 99 | | | | 168 | 99 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 95 |
| cM capacity (veh/h) | 1507 | | | | 827 | 962 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 69 | 99 | 63 |
| Volume Left | 0 | 0 | 13 |
| Volume Right | 0 | 0 | 50 |
| cSH | 1507 | 1700 | 931 |
| Volume to Capacity | 0.00 | 0.06 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 5 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.1 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.5 | |
| Intersection Capacity Utilization | | 14.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

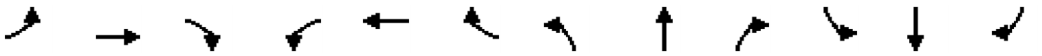
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 61 | 87 | 0 | 11 | 44 |
| Future Vol, veh/h | 0 | 61 | 87 | 0 | 11 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 5 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 69 | 99 | 0 | 13 | 50 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 99 | 0 | - | 0 | 168 | 99 |
| Stage 1 | - | - | - | - | 99 | - |
| Stage 2 | - | - | - | - | 69 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1507 | - | - | - | 827 | 962 |
| Stage 1 | - | - | - | - | 930 | - |
| Stage 2 | - | - | - | - | 959 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1507 | - | - | - | 827 | 962 |
| Mov Cap-2 Maneuver | - | - | - | - | 827 | - |
| Stage 1 | - | - | - | - | 930 | - |
| Stage 2 | - | - | - | - | 959 | - |

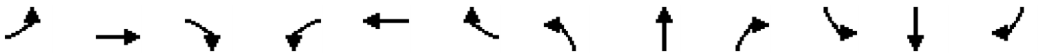
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1507 | - | 932 |
| HCM Lane V/C Ratio | - | - | - | - | 0.067 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.1 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.2 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 51 | 1 | 11 | 16 | 32 | 2 | 3 | 9 | 36 | 4 | 33 |
| Future Volume (vph) | 59 | 51 | 1 | 11 | 16 | 32 | 2 | 3 | 9 | 36 | 4 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.992 | | | 0.912 | | | 0.925 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.994 | | | 0.958 | |
| Satd. Flow (prot) | 1805 | 3329 | 0 | 1530 | 3125 | 0 | 0 | 1646 | 0 | 0 | 1729 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.994 | | | 0.958 | |
| Satd. Flow (perm) | 1805 | 3329 | 0 | 1530 | 3125 | 0 | 0 | 1646 | 0 | 0 | 1729 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Confl. Peds. (#/hr) | 1 | | 2 | 2 | | 1 | | | 1 | 1 | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.71 | 0.25 | 0.55 | 0.57 | 0.80 | 0.50 | 0.25 | 0.45 | 0.60 | 0.50 | 0.63 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 18% | 13% | 0% | 0% | 0% | 11% | 6% | 0% | 6% |
| Adj. Flow (vph) | 68 | 72 | 4 | 20 | 28 | 40 | 4 | 12 | 20 | 60 | 8 | 52 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 68 | 76 | 0 | 20 | 68 | 0 | 0 | 36 | 0 | 0 | 68 | 52 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 51 | 1 | 11 | 16 | 32 | 2 | 3 | 9 | 36 | 4 | 33 |
| Future Volume (Veh/h) | 59 | 51 | 1 | 11 | 16 | 32 | 2 | 3 | 9 | 36 | 4 | 33 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.71 | 0.25 | 0.55 | 0.57 | 0.80 | 0.50 | 0.25 | 0.45 | 0.60 | 0.50 | 0.63 |
| Hourly flow rate (vph) | 68 | 72 | 4 | 20 | 28 | 40 | 4 | 12 | 20 | 60 | 8 | 52 |
| Pedestrians | | | | | 1 | | | 2 | | | 1 | |
| Lane Width (ft) | | | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | | | | 0 | | | 0 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 69 | | | 78 | | | 296 | 321 | 41 | 288 | 303 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 69 | | | 78 | | | 296 | 321 | 41 | 288 | 303 | 35 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 96 | | | 99 | | | 99 | 98 | 98 | 90 | 99 | 95 |
| cM capacity (veh/h) | 1543 | | | 1406 | | | 571 | 563 | 990 | 580 | 576 | 1016 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 68 | 48 | 28 | 20 | 19 | 49 | 36 | 120 |
| Volume Left | 68 | 0 | 0 | 20 | 0 | 0 | 4 | 60 |
| Volume Right | 0 | 0 | 4 | 0 | 0 | 40 | 20 | 52 |
| cSH | 1543 | 1700 | 1700 | 1406 | 1700 | 1700 | 742 | 1022 |
| Volume to Capacity | 0.04 | 0.03 | 0.02 | 0.01 | 0.01 | 0.03 | 0.05 | 0.12 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 1 | 0 | 0 | 4 | 10 |
| Control Delay (s/veh) | 7.4 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 10.1 | 10.6 |
| Lane LOS | A | | | A | | | B | B |
| Approach Delay (s/veh) | 3.5 | | | 1.7 | | | 10.1 | 10.6 |
| Approach LOS | | | | | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.9 | | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

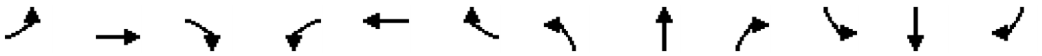
| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 59 | 51 | 1 | 11 | 16 | 32 | 2 | 3 | 9 | 36 | 4 | 33 |
| Future Vol, veh/h | 59 | 51 | 1 | 11 | 16 | 32 | 2 | 3 | 9 | 36 | 4 | 33 |
| Conflicting Peds, #/hr | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 71 | 25 | 55 | 57 | 80 | 50 | 25 | 45 | 60 | 50 | 63 |
| Heavy Vehicles, % | 0 | 8 | 0 | 18 | 13 | 0 | 0 | 0 | 11 | 6 | 0 | 6 |
| Mvmt Flow | 68 | 72 | 4 | 20 | 28 | 40 | 4 | 12 | 20 | 60 | 8 | 52 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 69 | 0 | 0 | 78 | 0 | 0 | 270 | 321 | 41 | 268 | 303 | 35 |
| Stage 1 | - | - | - | - | - | - | 212 | 212 | - | 89 | 89 | - |
| Stage 2 | - | - | - | - | - | - | 58 | 109 | - | 179 | 214 | - |
| Critical Hdwy | 4.1 | - | - | 4.46 | - | - | 7.5 | 6.5 | 7.12 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.38 | - | - | 3.5 | 4 | 3.41 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1545 | - | - | 1409 | - | - | 666 | 599 | 993 | 653 | 613 | 1017 |
| Stage 1 | - | - | - | - | - | - | 776 | 731 | - | 897 | 825 | - |
| Stage 2 | - | - | - | - | - | - | 953 | 809 | - | 794 | 729 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1544 | - | - | 1406 | - | - | 596 | 563 | 990 | 601 | 576 | 1016 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 596 | 563 | - | 601 | 576 | - |
| Stage 1 | - | - | - | - | - | - | 740 | 697 | - | 857 | 813 | - |
| Stage 2 | - | - | - | - | - | - | 882 | 797 | - | 730 | 695 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.5 | 1.7 | 10.1 | 10.5 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 746 | 1544 | - | - | 1406 | - | - | 598 | 1016 |
| HCM Lane V/C Ratio | 0.048 | 0.044 | - | - | 0.014 | - | - | 0.114 | 0.052 |
| HCM Ctrl Dly (s/v) | 10.1 | 7.4 | - | - | 7.6 | - | - | 11.8 | 8.7 |
| HCM Lane LOS | B | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.4 | 0.2 |



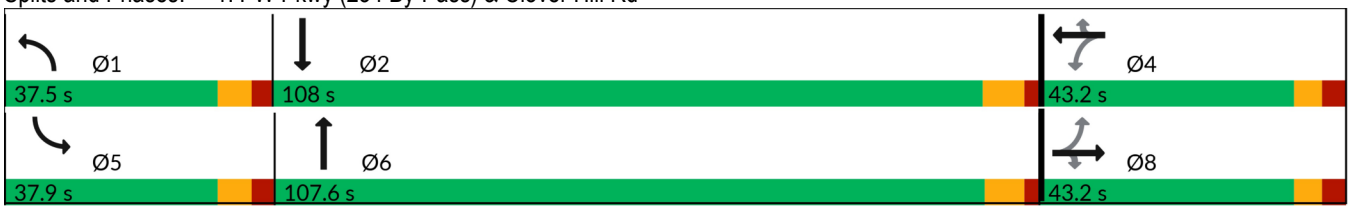
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 11 | 6 | 22 | 35 | 7 | 153 | 17 | 1448 | 42 | 124 | 1314 | 21 |
| Future Volume (vph) | 11 | 6 | 22 | 35 | 7 | 153 | 17 | 1448 | 42 | 124 | 1314 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | | | 0.99 | | | |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.974 | | | 0.960 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1888 | 1647 | 0 | 1860 | 1631 | 1823 | 3540 | 1524 | 1805 | 3471 | 1615 |
| Flt Permitted | | 0.796 | | | 0.738 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1543 | 1647 | 0 | 1430 | 1631 | 1823 | 3540 | 1505 | 1805 | 3471 | 1615 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 72 | | | 184 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1256 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.3 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Confl. Bikes (#/hr) | | | | | | | | | 3 | | | |
| Peak Hour Factor | 0.62 | 0.38 | 0.59 | 0.58 | 0.58 | 0.83 | 0.61 | 0.98 | 0.81 | 0.91 | 0.99 | 0.75 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 3% | 7% | 0% | 4% | 0% |
| Adj. Flow (vph) | 18 | 16 | 37 | 60 | 12 | 184 | 28 | 1478 | 52 | 136 | 1327 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 34 | 37 | 0 | 72 | 184 | 28 | 1478 | 52 | 136 | 1327 | 28 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |

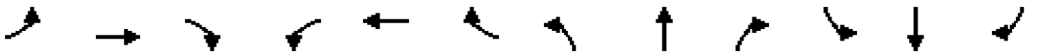
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 13.6 | 13.6 | | 13.6 | 13.6 | 9.1 | 72.0 | 126.7 | 17.3 | 88.0 | 126.7 |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.07 | 0.57 | 1.00 | 0.14 | 0.69 | 1.00 |
| v/c Ratio | | 0.21 | 0.15 | | 0.47 | 0.54 | 0.22 | 0.73 | 0.03 | 0.55 | 0.55 | 0.02 |
| Control Delay (s/veh) | | 62.5 | 1.7 | | 70.5 | 14.8 | 68.8 | 22.8 | 0.0 | 64.4 | 11.8 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 62.5 | 1.7 | | 70.5 | 14.8 | 68.8 | 22.8 | 0.0 | 64.4 | 11.8 | 0.0 |
| LOS | | E | A | | E | B | E | C | A | E | B | A |
| Approach Delay (s/veh) | | 30.8 | | | 30.5 | | | 22.9 | | | 16.4 | |
| Approach LOS | | C | | | C | | | C | | | B | |
| 90th %ile Green (s) | 19.5 | 19.5 | 19.5 | 19.5 | 19.5 | 19.5 | 11.8 | 100.0 | | 24.7 | 113.0 | |
| 90th %ile Term Code | Hold | Hold | Hold | Gap | Gap | Gap | Gap | Max | | Gap | Hold | |
| 70th %ile Green (s) | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 10.0 | 85.0 | | 20.6 | 95.7 | |
| 70th %ile Term Code | Hold | Hold | Hold | Gap | Gap | Gap | Gap | Gap | | Gap | Hold | |
| 50th %ile Green (s) | 13.0 | 13.0 | 13.0 | 13.0 | 13.0 | 13.0 | 8.8 | 71.4 | | 17.4 | 80.1 | |
| 50th %ile Term Code | Hold | Hold | Hold | Gap | Gap | Gap | Gap | Gap | | Gap | Hold | |
| 30th %ile Green (s) | 10.4 | 10.4 | 10.4 | 10.4 | 10.4 | 10.4 | 0.0 | 60.0 | | 14.3 | 81.9 | |
| 30th %ile Term Code | Hold | Hold | Hold | Gap | Gap | Gap | Skip | Gap | | Gap | Hold | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10th %ile Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 | 47.2 | | 10.9 | 65.7 | |
| 10th %ile Term Code | Hold | Hold | Hold | Min | Min | Min | Skip | Gap | | Gap | Hold | |
| Queue Length 50th (ft) | | 26 | 0 | | 56 | 0 | 22 | 437 | 0 | 103 | 301 | 0 |
| Queue Length 95th (ft) | | 30 | 0 | | 82 | 56 | 43 | 646 | 0 | 217 | 433 | 0 |
| Internal Link Dist (ft) | | 1176 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 458 | 540 | | 425 | 614 | 451 | 2852 | 1505 | 447 | 2852 | 1615 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.07 | 0.07 | | 0.17 | 0.30 | 0.06 | 0.52 | 0.03 | 0.30 | 0.47 | 0.02 |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 188.7 | |
| Actuated Cycle Length: 126.7 | |
| Natural Cycle: 115 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.73 | |
| Intersection Signal Delay (s/veh): 20.8 | Intersection LOS: C |
| Intersection Capacity Utilization 76.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| 90th %ile Actuated Cycle: 166.9 | |
| 70th %ile Actuated Cycle: 143.9 | |
| 50th %ile Actuated Cycle: 124.5 | |
| 30th %ile Actuated Cycle: 107.4 | |
| 10th %ile Actuated Cycle: 90.8 | |

Splits and Phases: 1: PW Pkwy (234 By-Pass) & Clover Hill Rd





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 11 | 6 | 22 | 35 | 7 | 153 | 17 | 1448 | 42 | 124 | 1314 | 21 |
| Future Volume (vph) | 11 | 6 | 22 | 35 | 7 | 153 | 17 | 1448 | 42 | 124 | 1314 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.97 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1888 | 1647 | | 1860 | 1631 | 1823 | 3540 | 1505 | 1805 | 3471 | 1615 |
| Flt Permitted | | 0.80 | 1.00 | | 0.74 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1542 | 1647 | | 1430 | 1631 | 1823 | 3540 | 1505 | 1805 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.62 | 0.38 | 0.59 | 0.58 | 0.58 | 0.83 | 0.61 | 0.98 | 0.81 | 0.91 | 0.99 | 0.75 |
| Adj. Flow (vph) | 18 | 16 | 37 | 60 | 12 | 184 | 28 | 1478 | 52 | 136 | 1327 | 28 |
| RTOR Reduction (vph) | 0 | 0 | 33 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 34 | 4 | 0 | 72 | 19 | 28 | 1478 | 52 | 136 | 1327 | 28 |
| Confl. Bikes (#/hr) | | | | | | | | | 3 | | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 3% | 7% | 0% | 4% | 0% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 13.6 | 13.6 | | 13.6 | 13.6 | 5.3 | 75.9 | 129.5 | 17.3 | 88.0 | 129.5 |
| Effective Green, g (s) | | 13.6 | 13.6 | | 13.6 | 13.6 | 5.3 | 75.9 | 129.5 | 17.3 | 88.0 | 129.5 |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.04 | 0.59 | 1.00 | 0.13 | 0.68 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 161 | 172 | | 150 | 171 | 74 | 2074 | 1505 | 241 | 2358 | 1615 |
| v/s Ratio Prot | | | | | | | 0.02 | c0.42 | | c0.08 | c0.38 | |
| v/s Ratio Perm | | 0.02 | 0.00 | | c0.05 | 0.01 | | | 0.03 | | | 0.02 |
| v/c Ratio | | 0.21 | 0.02 | | 0.48 | 0.11 | 0.38 | 0.71 | 0.03 | 0.56 | 0.56 | 0.02 |
| Uniform Delay, d1 | | 53.0 | 52.0 | | 54.6 | 52.5 | 60.5 | 19.0 | 0.0 | 52.6 | 10.8 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.7 | 0.1 | | 2.4 | 0.3 | 4.4 | 1.2 | 0.0 | 3.6 | 0.3 | 0.0 |
| Delay (s) | | 53.7 | 52.0 | | 57.0 | 52.8 | 64.9 | 20.2 | 0.0 | 56.2 | 11.1 | 0.0 |
| Level of Service | | D | D | | E | D | E | C | A | E | B | A |
| Approach Delay (s/veh) | | 52.8 | | | 54.0 | | | 20.4 | | | 15.0 | |
| Approach LOS | | D | | | D | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 21.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 129.5 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 76.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 38 | 1 | 1 | 1 | 2 | 43 |
| Future Volume (vph) | 38 | 1 | 1 | 1 | 2 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.956 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1816 | 1900 | 1615 | 1805 | 1615 |
| Flt Permitted | | 0.956 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1816 | 1900 | 1615 | 1805 | 1615 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1256 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.3 | |
| Peak Hour Factor | 0.73 | 0.25 | 0.25 | 0.25 | 0.50 | 0.63 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 52 | 4 | 4 | 4 | 4 | 68 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 56 | 4 | 4 | 4 | 68 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

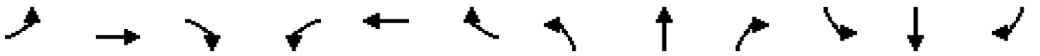
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 38 | 1 | 1 | 1 | 2 | 43 |
| Future Volume (Veh/h) | 38 | 1 | 1 | 1 | 2 | 43 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.73 | 0.25 | 0.25 | 0.25 | 0.50 | 0.63 |
| Hourly flow rate (vph) | 52 | 4 | 4 | 4 | 4 | 68 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1256 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 10 | 8 | 8 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 10 | 8 | 8 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 95 | 100 | 100 | 100 | 100 | |
| cM capacity (veh/h) | 1004 | 889 | 889 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 56 | 4 | 4 | 4 | 68 |
| Volume Left | 52 | 0 | 0 | 4 | 0 |
| Volume Right | 0 | 0 | 4 | 0 | 68 |
| cSH | 995 | 889 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.06 | 0.00* | 0.00* | 0.00* | 0.04 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.8 | 9.1 | 8.3 | 7.2 | 0.0 |
| Lane LOS | A | A | A | A | |
| Approach Delay (s/veh) | 8.8 | 8.7 | | 0.4 | |
| Approach LOS | A | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.4 | | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 2 | 1 | 10 | 3 | 28 | 1 | 5 | 8 | 21 | 4 | 1 |
| Future Volume (vph) | 4 | 2 | 1 | 10 | 3 | 28 | 1 | 5 | 8 | 21 | 4 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.973 | | | 0.928 | | | 0.937 | | | 0.990 | |
| Flt Protected | | 0.980 | | | 0.987 | | | 0.993 | | | 0.963 | |
| Satd. Flow (prot) | 0 | 1812 | 0 | 0 | 1740 | 0 | 0 | 1768 | 0 | 0 | 1811 | 0 |
| Flt Permitted | | 0.980 | | | 0.987 | | | 0.993 | | | 0.963 | |
| Satd. Flow (perm) | 0 | 1812 | 0 | 0 | 1740 | 0 | 0 | 1768 | 0 | 0 | 1811 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Confl. Bikes (#/hr) | | | | | | | | | 2 | | | |
| Peak Hour Factor | 0.50 | 0.25 | 0.25 | 0.62 | 0.25 | 0.88 | 0.25 | 0.42 | 0.58 | 0.53 | 0.50 | 0.25 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 8 | 8 | 4 | 16 | 12 | 32 | 4 | 12 | 14 | 40 | 8 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 20 | 0 | 0 | 60 | 0 | 0 | 30 | 0 | 0 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 2 | 1 | 10 | 3 | 28 | 1 | 5 | 8 | 21 | 4 | 1 |
| Future Volume (Veh/h) | 4 | 2 | 1 | 10 | 3 | 28 | 1 | 5 | 8 | 21 | 4 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.50 | 0.25 | 0.25 | 0.62 | 0.25 | 0.88 | 0.25 | 0.42 | 0.58 | 0.53 | 0.50 | 0.25 |
| Hourly flow rate (vph) | 8 | 8 | 4 | 16 | 12 | 32 | 4 | 12 | 14 | 40 | 8 | 4 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 123 | 124 | 10 | 125 | 119 | 19 | 12 | | | 26 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 123 | 124 | 10 | 125 | 119 | 19 | 12 | | | 26 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 98 | 98 | 97 | 100 | | | 98 | | |
| cM capacity (veh/h) | 803 | 749 | 1077 | 826 | 754 | 1065 | 1620 | | | 1601 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 20 | 60 | 30 | 52 |
| Volume Left | 8 | 16 | 4 | 40 |
| Volume Right | 4 | 32 | 14 | 4 |
| cSH | 821 | 918 | 1620 | 1601 |
| Volume to Capacity | 0.02 | 0.07 | 0.00* | 0.02 |
| Queue Length 95th (ft) | 2 | 5 | 0 | 2 |
| Control Delay (s/veh) | 9.5 | 9.2 | 1.0 | 5.7 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.5 | 9.2 | 1.0 | 5.7 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.6 | | | |
| Intersection Capacity Utilization | 18.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

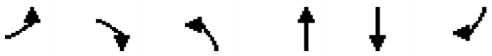
| Intersection | |
|---|---|
| Int Delay, s/veh | 5.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 2 | 1 | 10 | 3 | 28 | 1 | 5 | 8 | 21 | 4 | 1 |
| Future Vol, veh/h | 4 | 2 | 1 | 10 | 3 | 28 | 1 | 5 | 8 | 21 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 50 | 25 | 25 | 62 | 25 | 88 | 25 | 42 | 58 | 53 | 50 | 25 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 8 | 4 | 16 | 12 | 32 | 4 | 12 | 14 | 40 | 8 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 123 | 124 | 10 | 123 | 119 | 19 | 12 | 0 | 0 | 26 | 0 | 0 |
| Stage 1 | 90 | 90 | - | 27 | 27 | - | - | - | - | - | - | - |
| Stage 2 | 33 | 34 | - | 96 | 92 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 856 | 770 | 1077 | 856 | 775 | 1065 | 1620 | - | - | 1601 | - | - |
| Stage 1 | 922 | 824 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 988 | 871 | - | 916 | 823 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 803 | 748 | 1077 | 828 | 753 | 1065 | 1620 | - | - | 1601 | - | - |
| Mov Cap-2 Maneuver | 803 | 748 | - | 828 | 753 | - | - | - | - | - | - | - |
| Stage 1 | 919 | 803 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 942 | 868 | - | 881 | 802 | - | - | - | - | - | - | - |

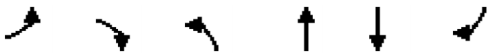
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 7.2 | 1 | 5.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1620 | - | - | 821 | 1693 | 1601 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.024 | 0.035 | 0.025 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.5 | 7.2 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0.1 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 1 | 0 | 9 | 15 | 0 |
| Future Volume (vph) | 5 | 1 | 0 | 9 | 15 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1900 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1900 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.50 | 0.25 | 0.88 | 0.56 | 0.54 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 10 | 4 | 0 | 16 | 28 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 10 | 4 | 0 | 16 | 28 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 5 | 1 | 0 | 9 | 15 | 0 |
| Future Volume (Veh/h) | 5 | 1 | 0 | 9 | 15 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.25 | 0.88 | 0.56 | 0.54 | 0.88 |
| Hourly flow rate (vph) | 10 | 4 | 0 | 16 | 28 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 44 | 28 | 28 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 44 | 28 | 28 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 972 | 1053 | 1599 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 4 | 16 | 28 |
| Volume Left | 10 | 0 | 0 | 0 |
| Volume Right | 0 | 4 | 0 | 0 |
| cSH | 972 | 1053 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00* | 0.00* | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

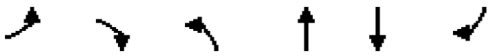
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 1 | 0 | 9 | 15 | 0 |
| Future Vol, veh/h | 5 | 1 | 0 | 9 | 15 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 50 | 25 | 88 | 56 | 54 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 4 | 0 | 16 | 28 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 44 | 28 | - | 0 | - | 0 |
| Stage 1 | 28 | - | - | - | - | - |
| Stage 2 | 16 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 972 | 1053 | 0 | - | - | 0 |
| Stage 1 | 1000 | - | 0 | - | - | 0 |
| Stage 2 | 1012 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 972 | 1053 | - | - | - | - |
| Mov Cap-2 Maneuver | 972 | - | - | - | - | - |
| Stage 1 | 1000 | - | - | - | - | - |
| Stage 2 | 1012 | - | - | - | - | - |

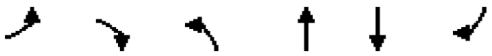
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.6 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 972 | 1053 | - |
| HCM Lane V/C Ratio | - | 0.01 | 0.004 | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 1 | 7 | 30 | 25 | 12 |
| Future Volume (vph) | 7 | 1 | 7 | 30 | 25 | 12 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.966 | | | | | 0.850 |
| Flt Protected | 0.964 | | | 0.989 | | |
| Satd. Flow (prot) | 1769 | 0 | 0 | 1879 | 1900 | 1615 |
| Flt Permitted | 0.964 | | | 0.989 | | |
| Satd. Flow (perm) | 1769 | 0 | 0 | 1879 | 1900 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Confl. Bikes (#/hr) | | | | | | 2 |
| Peak Hour Factor | 0.58 | 0.25 | 0.58 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 12 | 4 | 12 | 40 | 33 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 16 | 0 | 0 | 52 | 33 | 16 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 1 | 7 | 30 | 25 | 12 |
| Future Volume (Veh/h) | 7 | 1 | 7 | 30 | 25 | 12 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.58 | 0.25 | 0.58 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 12 | 4 | 12 | 40 | 33 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 97 | 33 | 49 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 97 | 33 | 49 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 99 | | | |
| cM capacity (veh/h) | 900 | 1046 | 1571 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 16 | 52 | 33 | 16 |
| Volume Left | 12 | 12 | 0 | 0 |
| Volume Right | 4 | 0 | 0 | 16 |
| cSH | 933 | 1571 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.00* | 0.02 | 0.00* |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s/veh) | 8.9 | 1.7 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.9 | 1.7 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

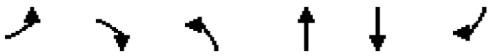
| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 1 | 7 | 30 | 25 | 12 |
| Future Vol, veh/h | 7 | 1 | 7 | 30 | 25 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 58 | 25 | 58 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 12 | 4 | 12 | 40 | 33 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 97 | 33 | 49 | 0 | - | 0 |
| Stage 1 | 33 | - | - | - | - | - |
| Stage 2 | 64 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 907 | 1046 | 1571 | - | - | - |
| Stage 1 | 995 | - | - | - | - | - |
| Stage 2 | 964 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 900 | 1046 | 1571 | - | - | - |
| Mov Cap-2 Maneuver | 900 | - | - | - | - | - |
| Stage 1 | 987 | - | - | - | - | - |
| Stage 2 | 964 | - | - | - | - | - |

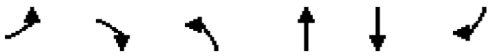
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 1.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1571 | - | 932 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.017 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 15 | 22 | 18 | 21 | 7 |
| Future Volume (vph) | 8 | 15 | 22 | 18 | 21 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.970 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1597 | 1615 | 1805 | 1900 | 1843 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1597 | 1615 | 1805 | 1900 | 1843 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.40 | 0.54 | 0.61 | 0.64 | 0.75 | 0.88 |
| Heavy Vehicles (%) | 13% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 20 | 28 | 36 | 28 | 28 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 28 | 36 | 28 | 36 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 17.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 15 | 22 | 18 | 21 | 7 |
| Future Volume (Veh/h) | 8 | 15 | 22 | 18 | 21 | 7 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.40 | 0.54 | 0.61 | 0.64 | 0.75 | 0.88 |
| Hourly flow rate (vph) | 20 | 28 | 36 | 28 | 28 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 132 | 32 | 36 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 132 | 32 | 36 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 97 | 98 | | | |
| cM capacity (veh/h) | 818 | 1048 | 1588 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 20 | 28 | 36 | 28 | 36 |
| Volume Left | 20 | 0 | 36 | 0 | 0 |
| Volume Right | 0 | 28 | 0 | 0 | 8 |
| cSH | 818 | 1048 | 1588 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.02 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 2 | 2 | 2 | 0 | 0 |
| Control Delay (s/veh) | 9.5 | 8.5 | 7.3 | 0.0 | 0.0 |
| Lane LOS | A | A | A | | |
| Approach Delay (s/veh) | 8.9 | | 4.1 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 17.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 15 | 22 | 18 | 21 | 7 |
| Future Vol, veh/h | 8 | 15 | 22 | 18 | 21 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 40 | 54 | 61 | 64 | 75 | 88 |
| Heavy Vehicles, % | 13 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 20 | 28 | 36 | 28 | 28 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 132 | 32 | 36 | 0 | - | 0 |
| Stage 1 | 32 | - | - | - | - | - |
| Stage 2 | 100 | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.53 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 836 | 1048 | 1588 | - | - | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 897 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 817 | 1048 | 1588 | - | - | - |
| Mov Cap-2 Maneuver | 817 | - | - | - | - | - |
| Stage 1 | 941 | - | - | - | - | - |
| Stage 2 | 897 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 4.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1588 | - | 817 | 1048 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 0.024 | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | - | 9.5 | 8.5 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.1 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 4 | 18 | 4 | 2 | 26 |
| Future Volume (vph) | 4 | 4 | 18 | 4 | 2 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.932 | | 0.977 | | | |
| Flt Protected | 0.976 | | | | | 0.997 |
| Satd. Flow (prot) | 1671 | 0 | 1768 | 0 | 0 | 1894 |
| Flt Permitted | 0.976 | | | | | 0.997 |
| Satd. Flow (perm) | 1671 | 0 | 1768 | 0 | 0 | 1894 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 612 | | 1029 | | | 683 |
| Travel Time (s) | 16.7 | | 20.0 | | | 13.3 |
| Confl. Bikes (#/hr) | | | | 2 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.75 | 0.88 | 0.88 | 0.81 |
| Heavy Vehicles (%) | 0% | 0% | 6% | 0% | 0% | 0% |
| Adj. Flow (vph) | 5 | 5 | 24 | 5 | 2 | 32 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 10 | 0 | 29 | 0 | 0 | 34 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 11 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 4 | 18 | 4 | 2 | 26 |
| Future Volume (Veh/h) | 4 | 4 | 18 | 4 | 2 | 26 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.75 | 0.88 | 0.88 | 0.81 |
| Hourly flow rate (vph) | 5 | 5 | 24 | 5 | 2 | 32 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 63 | 27 | | | 29 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 63 | 27 | | | 29 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 100 | | | 100 | |
| cM capacity (veh/h) | 947 | 1055 | | | 1597 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 10 | 29 | 34 |
| Volume Left | 5 | 0 | 2 |
| Volume Right | 5 | 5 | 0 |
| cSH | 998 | 1700 | 1597 |
| Volume to Capacity | 0.01 | 0.02 | 0.00* |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s/veh) | 8.6 | 0.0 | 0.4 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.6 | 0.0 | 0.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 4 | 18 | 4 | 2 | 26 |
| Future Vol, veh/h | 4 | 4 | 18 | 4 | 2 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 75 | 88 | 88 | 81 |
| Heavy Vehicles, % | 0 | 0 | 6 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 5 | 24 | 5 | 2 | 32 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 63 | 27 | 0 | 0 | 29 | 0 |
| Stage 1 | 27 | - | - | - | - | - |
| Stage 2 | 36 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 948 | 1054 | - | - | 1597 | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 992 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 947 | 1054 | - | - | 1597 | - |
| Mov Cap-2 Maneuver | 947 | - | - | - | - | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 991 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.6 | 0 | 0.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 998 | 1597 | - |
| HCM Lane V/C Ratio | - | - | 0.009 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.6 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 37 | 0 | 0 | 37 |
| Future Volume (vph) | 0 | 0 | 37 | 0 | 0 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 42 | 0 | 0 | 42 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 42 | 0 | 0 | 42 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 37 | 0 | 0 | 37 |
| Future Volume (Veh/h) | 0 | 0 | 37 | 0 | 0 | 37 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 0 | 42 | 0 | 0 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 84 | 42 | | | 42 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 84 | 42 | | | 42 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 923 | 1034 | | | 1580 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 42 | 42 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1580 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 37 | 0 | 0 | 37 |
| Future Vol, veh/h | 0 | 0 | 37 | 0 | 0 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 42 | 0 | 0 | 42 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 84 | 42 | 0 | 0 | 42 | 0 |
| Stage 1 | 42 | - | - | - | - | - |
| Stage 2 | 42 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 923 | 1034 | - | - | 1580 | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 923 | 1034 | - | - | 1580 | - |
| Mov Cap-2 Maneuver | 923 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1580 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 37 | 0 | 0 | 37 |
| Future Volume (vph) | 0 | 0 | 37 | 0 | 0 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 42 | 0 | 0 | 42 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 42 | 0 | 0 | 42 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 37 | 0 | 0 | 37 |
| Future Volume (Veh/h) | 0 | 0 | 37 | 0 | 0 | 37 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 0 | 42 | 0 | 0 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 84 | 42 | | | 42 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 84 | 42 | | | 42 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 923 | 1034 | | | 1580 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 42 | 42 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1580 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 37 | 0 | 0 | 37 |
| Future Vol, veh/h | 0 | 0 | 37 | 0 | 0 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 42 | 0 | 0 | 42 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 84 | 42 | 0 | 0 | 42 | 0 |
| Stage 1 | 42 | - | - | - | - | - |
| Stage 2 | 42 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 923 | 1034 | - | - | 1580 | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 923 | 1034 | - | - | 1580 | - |
| Mov Cap-2 Maneuver | 923 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1580 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 36 | 37 | 0 | 1 | 3 |
| Future Volume (vph) | 0 | 36 | 37 | 0 | 1 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.899 | |
| Flt Protected | | | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1900 | 1900 | 0 | 1688 | 0 |
| Flt Permitted | | | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1900 | 1900 | 0 | 1688 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 41 | 42 | 0 | 1 | 3 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 41 | 42 | 0 | 4 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 36 | 37 | 0 | 1 | 3 |
| Future Volume (Veh/h) | 0 | 36 | 37 | 0 | 1 | 3 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 41 | 42 | 0 | 1 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | | | | 83 | 42 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | | | | 83 | 42 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1580 | | | | 924 | 1034 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 41 | 42 | 4 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 3 |
| cSH | 1580 | 1700 | 1004 |
| Volume to Capacity | 0.00 | 0.02 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

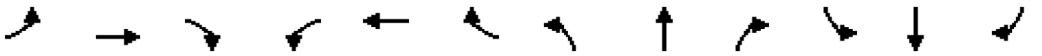
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 36 | 37 | 0 | 1 | 3 |
| Future Vol, veh/h | 0 | 36 | 37 | 0 | 1 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 41 | 42 | 0 | 1 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 42 | 0 | - | 0 | 83 | 42 |
| Stage 1 | - | - | - | - | 42 | - |
| Stage 2 | - | - | - | - | 41 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1580 | - | - | - | 924 | 1034 |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 987 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1580 | - | - | - | 924 | 1034 |
| Mov Cap-2 Maneuver | - | - | - | - | 924 | - |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 987 | - |

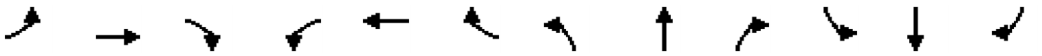
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1580 | - | 1004 |
| HCM Lane V/C Ratio | - | - | - | - | 0.005 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 8.6 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 15 | 0 | 4 | 13 | 20 | 0 | 2 | 0 | 31 | 0 | 17 |
| Future Volume (vph) | 17 | 15 | 0 | 4 | 13 | 20 | 0 | 2 | 0 | 31 | 0 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | 0.910 | | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3610 | 0 | 1805 | 3183 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1805 | 3610 | 0 | 1805 | 3183 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.61 | 0.34 | 0.88 | 0.50 | 0.81 | 0.83 | 0.88 | 0.50 | 0.88 | 0.86 | 0.88 | 0.61 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 28 | 44 | 0 | 8 | 16 | 24 | 0 | 4 | 0 | 36 | 0 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 44 | 0 | 8 | 40 | 0 | 0 | 4 | 0 | 0 | 36 | 28 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 15 | 0 | 4 | 13 | 20 | 0 | 2 | 0 | 31 | 0 | 17 |
| Future Volume (Veh/h) | 17 | 15 | 0 | 4 | 13 | 20 | 0 | 2 | 0 | 31 | 0 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.61 | 0.34 | 0.88 | 0.50 | 0.81 | 0.83 | 0.88 | 0.50 | 0.88 | 0.86 | 0.88 | 0.61 |
| Hourly flow rate (vph) | 28 | 44 | 0 | 8 | 16 | 24 | 0 | 4 | 0 | 36 | 0 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 40 | | | 44 | | | 138 | 156 | 22 | 124 | 144 | 20 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 40 | | | 44 | | | 138 | 156 | 22 | 124 | 144 | 20 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 100 | 99 | 100 | 96 | 100 | 97 |
| cM capacity (veh/h) | 1583 | | | 1577 | | | 789 | 723 | 1056 | 825 | 734 | 1060 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 28 | 29 | 15 | 8 | 11 | 29 | 4 | 64 |
| Volume Left | 28 | 0 | 0 | 8 | 0 | 0 | 0 | 36 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 28 |
| cSH | 1583 | 1700 | 1700 | 1577 | 1700 | 1700 | 723 | 1467 |
| Volume to Capacity | 0.02 | 0.02 | 0.00* | 0.00* | 0.00* | 0.02 | 0.00* | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Control Delay (s/veh) | 7.3 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 10.0 | 9.1 |
| Lane LOS | A | | | A | | | B | A |
| Approach Delay (s/veh) | 2.8 | | | 1.2 | | | 10.0 | 9.1 |
| Approach LOS | | | | | | | B | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 22.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

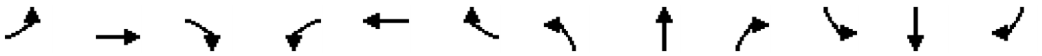
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 17 | 15 | 0 | 4 | 13 | 20 | 0 | 2 | 0 | 31 | 0 | 17 |
| Future Vol, veh/h | 17 | 15 | 0 | 4 | 13 | 20 | 0 | 2 | 0 | 31 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 61 | 34 | 88 | 50 | 81 | 83 | 88 | 50 | 88 | 86 | 88 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 28 | 44 | 0 | 8 | 16 | 24 | 0 | 4 | 0 | 36 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 40 | 0 | 0 | 44 | 0 | 0 | 124 | 156 | 22 | 124 | 144 | 20 |
| Stage 1 | - | - | - | - | - | - | 100 | 100 | - | 44 | 44 | - |
| Stage 2 | - | - | - | - | - | - | 24 | 56 | - | 80 | 100 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1583 | - | - | 1577 | - | - | 843 | 740 | 1056 | 843 | 751 | 1060 |
| Stage 1 | - | - | - | - | - | - | 901 | 816 | - | 970 | 862 | - |
| Stage 2 | - | - | - | - | - | - | 996 | 852 | - | 925 | 816 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1583 | - | - | 1577 | - | - | 807 | 723 | 1056 | 825 | 734 | 1060 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 807 | 723 | - | 825 | 734 | - |
| Stage 1 | - | - | - | - | - | - | 885 | 801 | - | 953 | 858 | - |
| Stage 2 | - | - | - | - | - | - | 965 | 848 | - | 904 | 801 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.8 | 1.2 | 10 | 9.1 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 723 | 1583 | - | - | 1577 | - | - | 825 | 1060 |
| HCM Lane V/C Ratio | 0.006 | 0.018 | - | - | 0.005 | - | - | 0.044 | 0.026 |
| HCM Ctrl Dly (s/v) | 10 | 7.3 | - | - | 7.3 | - | - | 9.6 | 8.5 |
| HCM Lane LOS | B | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.1 | 0.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 12 | 108 | 47 | 38 | 193 | 207 | 1814 | 38 | 42 | 1138 | 138 |
| Future Volume (vph) | 75 | 12 | 108 | 47 | 38 | 193 | 207 | 1814 | 38 | 42 | 1138 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.959 | | | 0.973 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1314 | 1569 | 0 | 1777 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1538 |
| Flt Permitted | | 0.687 | | | 0.762 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 941 | 1569 | 0 | 1392 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1538 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 117 | | | 210 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 48% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 5% |
| Adj. Flow (vph) | 82 | 13 | 117 | 51 | 41 | 210 | 225 | 1972 | 41 | 46 | 1237 | 150 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 95 | 117 | 0 | 92 | 210 | 225 | 1972 | 41 | 46 | 1237 | 150 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



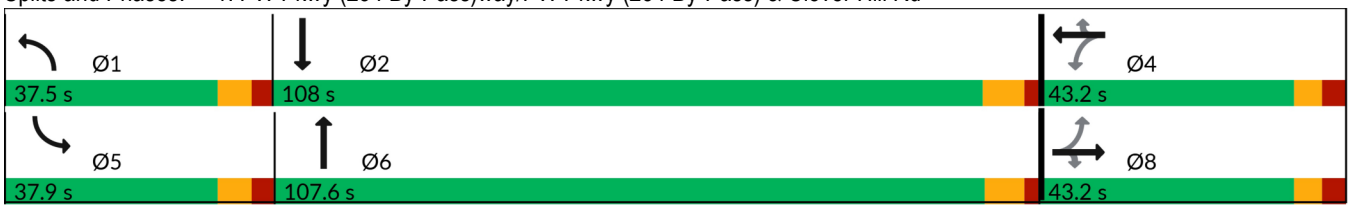
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 21.6 | 21.6 | | 21.6 | 21.6 | 25.0 | 104.0 | 156.1 | 11.2 | 86.6 | 156.1 |
| Actuated g/C Ratio | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.16 | 0.67 | 1.00 | 0.07 | 0.55 | 1.00 |
| v/c Ratio | | 0.73 | 0.37 | | 0.48 | 0.53 | 0.80 | 0.87 | 0.03 | 0.41 | 0.70 | 0.10 |
| Control Delay (s/veh) | | 97.1 | 12.9 | | 72.0 | 12.1 | 85.2 | 29.1 | 0.0 | 85.4 | 29.8 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 97.1 | 12.9 | | 72.0 | 12.1 | 85.2 | 29.1 | 0.0 | 85.4 | 29.8 | 0.1 |
| LOS | | F | B | | E | B | F | C | A | F | C | A |
| Approach Delay (s/veh) | | 50.6 | | | 30.3 | | | 34.2 | | | 28.5 | |
| Approach LOS | | D | | | C | | | C | | | C | |
| Queue Length 50th (ft) | | 94 | 0 | | 87 | 0 | 220 | 838 | 0 | 45 | 476 | 0 |
| Queue Length 95th (ft) | | 180 | 62 | | 165 | 80 | #408 | #1331 | 0 | 105 | 699 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 220 | 457 | | 326 | 532 | 345 | 2269 | 1470 | 306 | 2066 | 1538 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.43 | 0.26 | | 0.28 | 0.39 | 0.65 | 0.87 | 0.03 | 0.15 | 0.60 | 0.10 |

Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 156.1 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay (s/veh): 32.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 88.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 12 | 108 | 47 | 38 | 193 | 207 | 1814 | 38 | 42 | 1138 | 138 |
| Future Volume (vph) | 75 | 12 | 108 | 47 | 38 | 193 | 207 | 1814 | 38 | 42 | 1138 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1314 | 1569 | | 1777 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1538 |
| Flt Permitted | | 0.69 | 1.00 | | 0.76 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 942 | 1569 | | 1392 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 82 | 13 | 117 | 51 | 41 | 210 | 225 | 1972 | 41 | 46 | 1237 | 150 |
| RTOR Reduction (vph) | 0 | 0 | 101 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 95 | 16 | 0 | 92 | 29 | 225 | 1972 | 41 | 46 | 1237 | 150 |
| Heavy Vehicles (%) | 48% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 5% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 21.6 | 21.6 | | 21.6 | 21.6 | 25.0 | 104.0 | 157.7 | 9.4 | 88.5 | 157.7 |
| Effective Green, g (s) | | 21.6 | 21.6 | | 21.6 | 21.6 | 25.0 | 104.0 | 157.7 | 9.4 | 88.5 | 157.7 |
| Actuated g/C Ratio | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.16 | 0.66 | 1.00 | 0.06 | 0.56 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 129 | 214 | | 190 | 216 | 280 | 2247 | 1470 | 93 | 1777 | 1538 |
| v/s Ratio Prot | | | | | | | c0.13 | c0.58 | | 0.03 | 0.39 | |
| v/s Ratio Perm | | c0.10 | 0.01 | | 0.07 | 0.02 | | | 0.03 | | | 0.10 |
| v/c Ratio | | 0.74 | 0.07 | | 0.48 | 0.13 | 0.80 | 0.88 | 0.03 | 0.49 | 0.70 | 0.10 |
| Uniform Delay, d1 | | 65.3 | 59.3 | | 62.9 | 59.8 | 64.0 | 21.7 | 0.0 | 71.8 | 24.9 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 19.5 | 0.1 | | 1.9 | 0.3 | 16.0 | 4.2 | 0.0 | 5.5 | 1.2 | 0.1 |
| Delay (s) | | 84.8 | 59.5 | | 64.8 | 60.1 | 80.0 | 25.9 | 0.0 | 77.4 | 26.1 | 0.1 |
| Level of Service | | F | E | | E | E | F | C | A | E | C | A |
| Approach Delay (s/veh) | | 70.8 | | | 61.5 | | | 30.9 | | | 25.0 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 33.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 157.7 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 88.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 173 | 3 | 0 | 22 | 53 | 330 |
| Future Volume (vph) | 173 | 3 | 0 | 22 | 53 | 330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1476 | 1900 | 1615 | 1805 | 1553 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1476 | 1900 | 1615 | 1805 | 1553 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 23% | 0% | 0% | 0% | 0% | 4% |
| Adj. Flow (vph) | 188 | 3 | 0 | 24 | 58 | 359 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 191 | 0 | 24 | 58 | 359 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

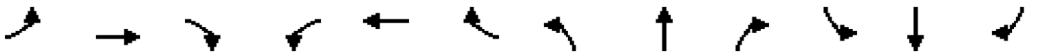
| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 173 | 3 | 0 | 22 | 53 | 330 |
| Future Volume (Veh/h) | 173 | 3 | 0 | 22 | 53 | 330 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 188 | 3 | 0 | 24 | 58 | 359 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 116 | 116 | 116 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 116 | 116 | 116 | 0 | 0 | |
| tC, single (s) | 7.3 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 76 | 100 | 100 | 98 | 96 | |
| cM capacity (veh/h) | 774 | 750 | 750 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 191 | 0 | 24 | 58 | 359 |
| Volume Left | 188 | 0 | 0 | 58 | 0 |
| Volume Right | 0 | 0 | 24 | 0 | 359 |
| cSH | 774 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.25 | 0.00 | 0.02 | 0.04 | 0.21 |
| Queue Length 95th (ft) | 24 | 0 | 2 | 3 | 0 |
| Control Delay (s/veh) | 11.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 11.2 | 8.4 | | 1.0 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.4 | | | |
| Intersection Capacity Utilization | 23.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 12 | 11 | 88 | 3 | 7 | 1 | 42 | 5 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 12 | 11 | 88 | 3 | 7 | 1 | 42 | 5 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.893 | | | 0.989 | | | 0.997 | |
| Flt Protected | | 0.976 | | | 0.995 | | | 0.988 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1649 | 0 | 0 | 1857 | 0 | 0 | 1780 | 0 |
| Flt Permitted | | 0.976 | | | 0.995 | | | 0.988 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1649 | 0 | 0 | 1857 | 0 | 0 | 1780 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 0% | 20% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 13 | 12 | 96 | 3 | 8 | 1 | 46 | 5 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 121 | 0 | 0 | 12 | 0 | 0 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 12 | 11 | 88 | 3 | 7 | 1 | 42 | 5 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 12 | 11 | 88 | 3 | 7 | 1 | 42 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 13 | 12 | 96 | 3 | 8 | 1 | 46 | 5 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 118 | 113 | 6 | 113 | 113 | 9 | 6 | | | 9 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 118 | 113 | 6 | 113 | 113 | 9 | 6 | | | 9 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 98 | 91 | 100 | | | 97 | | |
| cM capacity (veh/h) | 758 | 758 | 1083 | 848 | 758 | 1070 | 1628 | | | 1624 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 121 | 12 | 52 |
| Volume Left | 1 | 13 | 3 | 46 |
| Volume Right | 1 | 96 | 1 | 1 |
| cSH | 892 | 1001 | 1628 | 1624 |
| Volume to Capacity | 0.00* | 0.12 | 0.00* | 0.03 |
| Queue Length 95th (ft) | 0 | 10 | 0 | 2 |
| Control Delay (s/veh) | 9.0 | 9.1 | 1.8 | 6.5 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.0 | 9.1 | 1.8 | 6.5 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.9 | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

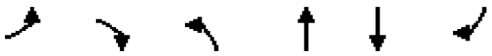
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 12 | 11 | 88 | 3 | 7 | 1 | 42 | 5 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 12 | 11 | 88 | 3 | 7 | 1 | 42 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 20 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 13 | 12 | 96 | 3 | 8 | 1 | 46 | 5 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 113 | 6 | 113 | 113 | 9 | 6 | 0 | 0 | 9 | 0 | 0 |
| Stage 1 | 98 | 98 | - | 15 | 15 | - | - | - | - | - | - | - |
| Stage 2 | 21 | 15 | - | 98 | 98 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.23 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.327 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 861 | 781 | 1083 | 869 | 781 | 1070 | 1628 | - | - | 1624 | - | - |
| Stage 1 | 913 | 818 | - | 1010 | 887 | - | - | - | - | - | - | - |
| Stage 2 | 1003 | 887 | - | 913 | 818 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 757 | 758 | 1083 | 848 | 758 | 1070 | 1628 | - | - | 1624 | - | - |
| Mov Cap-2 Maneuver | 757 | 758 | - | 848 | 758 | - | - | - | - | - | - | - |
| Stage 1 | 911 | 795 | - | 1008 | 885 | - | - | - | - | - | - | - |
| Stage 2 | 899 | 885 | - | 887 | 795 | - | - | - | - | - | - | - |

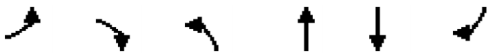
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 7.9 | 2 | 6.4 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1628 | - | - | 891 | 1350 | 1624 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.002 | 0.089 | 0.028 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.1 | 7.9 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.3 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 1 | 0 | 5 | 18 | 0 |
| Future Volume (vph) | 6 | 1 | 0 | 5 | 18 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 6% | 0% |
| Adj. Flow (vph) | 7 | 1 | 0 | 5 | 20 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 7 | 1 | 0 | 5 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 1 | 0 | 5 | 18 | 0 |
| Future Volume (Veh/h) | 6 | 1 | 0 | 5 | 18 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 1 | 0 | 5 | 20 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | 20 | 20 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | 20 | 20 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 996 | 1064 | 1609 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 1 | 5 | 20 |
| Volume Left | 7 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 996 | 1064 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.6 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.6 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

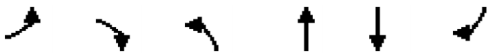
| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1 | 0 | 5 | 18 | 0 |
| Future Vol, veh/h | 6 | 1 | 0 | 5 | 18 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 7 | 1 | 0 | 5 | 20 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 25 | 20 | - | 0 | - | 0 |
| Stage 1 | 20 | - | - | - | - | - |
| Stage 2 | 5 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 996 | 1064 | 0 | - | - | 0 |
| Stage 1 | 1008 | - | 0 | - | - | 0 |
| Stage 2 | 1023 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 996 | 1064 | - | - | - | - |
| Mov Cap-2 Maneuver | 996 | - | - | - | - | - |
| Stage 1 | 1008 | - | - | - | - | - |
| Stage 2 | 1023 | - | - | - | - | - |

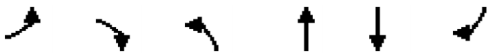
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.6 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 996 | 1064 | - |
| HCM Lane V/C Ratio | - | 0.007 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 8.6 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 0 | 12 | 85 | 49 | 19 |
| Future Volume (vph) | 7 | 0 | 12 | 85 | 49 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.994 | | |
| Satd. Flow (prot) | 1399 | 0 | 0 | 1838 | 1863 | 1538 |
| Flt Permitted | 0.950 | | | 0.994 | | |
| Satd. Flow (perm) | 1399 | 0 | 0 | 1838 | 1863 | 1538 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 29% | 0% | 8% | 2% | 2% | 5% |
| Adj. Flow (vph) | 8 | 0 | 13 | 92 | 52 | 21 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 0 | 0 | 105 | 52 | 21 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 0 | 12 | 85 | 49 | 19 |
| Future Volume (Veh/h) | 7 | 0 | 12 | 85 | 49 | 19 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 13 | 92 | 52 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 170 | 52 | 73 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 170 | 52 | 73 | | | |
| tC, single (s) | 6.7 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.8 | 3.3 | 2.3 | | | |
| p0 queue free % | 99 | 100 | 99 | | | |
| cM capacity (veh/h) | 755 | 1021 | 1490 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 8 | 105 | 52 | 21 |
| Volume Left | 8 | 13 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 21 |
| cSH | 755 | 1490 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00* | 0.03 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s/veh) | 9.8 | 1.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.8 | 1.0 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

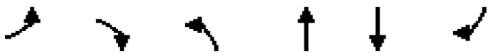
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 0 | 12 | 85 | 49 | 19 |
| Future Vol, veh/h | 7 | 0 | 12 | 85 | 49 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 94 | 92 |
| Heavy Vehicles, % | 29 | 0 | 8 | 2 | 2 | 5 |
| Mvmt Flow | 8 | 0 | 13 | 92 | 52 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 170 | 52 | 73 | 0 | - | 0 |
| Stage 1 | 52 | - | - | - | - | - |
| Stage 2 | 118 | - | - | - | - | - |
| Critical Hdwy | 6.69 | 6.2 | 4.18 | - | - | - |
| Critical Hdwy Stg 1 | 5.69 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.69 | - | - | - | - | - |
| Follow-up Hdwy | 3.761 | 3.3 | 2.272 | - | - | - |
| Pot Cap-1 Maneuver | 762 | 1021 | 1490 | - | - | - |
| Stage 1 | 906 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 755 | 1021 | 1490 | - | - | - |
| Mov Cap-2 Maneuver | 755 | - | - | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |

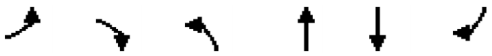
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.8 | 0.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1490 | - | 755 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.01 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 35 | 45 | 32 | 51 | 51 | 33 |
| Future Volume (vph) | 35 | 45 | 32 | 51 | 51 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.947 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1752 | 1827 | 1737 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1752 | 1827 | 1737 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 3% | 4% | 4% | 3% |
| Adj. Flow (vph) | 38 | 49 | 35 | 55 | 55 | 36 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 38 | 49 | 35 | 55 | 91 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 35 | 45 | 32 | 51 | 51 | 33 |
| Future Volume (Veh/h) | 35 | 45 | 32 | 51 | 51 | 33 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 49 | 35 | 55 | 55 | 36 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 198 | 73 | 91 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 198 | 73 | 91 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 95 | 98 | | | |
| cM capacity (veh/h) | 751 | 995 | 1498 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 38 | 49 | 35 | 55 | 91 |
| Volume Left | 38 | 0 | 35 | 0 | 0 |
| Volume Right | 0 | 49 | 0 | 0 | 36 |
| cSH | 751 | 995 | 1498 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.05 | 0.02 | 0.03 | 0.05 |
| Queue Length 95th (ft) | 4 | 4 | 2 | 0 | 0 |
| Control Delay (s/veh) | 10.1 | 8.8 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.4 | | 2.9 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.0 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 45 | 32 | 51 | 51 | 33 |
| Future Vol, veh/h | 35 | 45 | 32 | 51 | 51 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 3 | 4 | 4 | 3 |
| Mvmt Flow | 38 | 49 | 35 | 55 | 55 | 36 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 198 | 73 | 91 | 0 | - | 0 |
| Stage 1 | 73 | - | - | - | - | - |
| Stage 2 | 125 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 769 | 995 | 1498 | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 876 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 751 | 995 | 1498 | - | - | - |
| Mov Cap-2 Maneuver | 751 | - | - | - | - | - |
| Stage 1 | 904 | - | - | - | - | - |
| Stage 2 | 876 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 2.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1498 | - | 751 | 995 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 0.051 | 0.049 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 10 | 8.8 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 33 | 21 | 21 | 60 | 21 |
| Future Volume (vph) | 11 | 33 | 21 | 21 | 60 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.899 | | 0.932 | | | |
| Flt Protected | 0.988 | | | | | 0.964 |
| Satd. Flow (prot) | 1688 | 0 | 1771 | 0 | 0 | 1717 |
| Flt Permitted | 0.988 | | | | | 0.964 |
| Satd. Flow (perm) | 1688 | 0 | 1771 | 0 | 0 | 1717 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 9% | 0% |
| Adj. Flow (vph) | 12 | 36 | 23 | 23 | 65 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 48 | 0 | 46 | 0 | 0 | 88 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 11 | 33 | 21 | 21 | 60 | 21 |
| Future Volume (Veh/h) | 11 | 33 | 21 | 21 | 60 | 21 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 36 | 23 | 23 | 65 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 188 | 35 | | | 46 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 188 | 35 | | | 46 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 97 | | | 96 | |
| cM capacity (veh/h) | 772 | 1044 | | | 1518 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 48 | 46 | 88 |
| Volume Left | 12 | 0 | 65 |
| Volume Right | 36 | 23 | 0 |
| cSH | 960 | 1700 | 1518 |
| Volume to Capacity | 0.05 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 4 | 0 | 3 |
| Control Delay (s/veh) | 8.9 | 0.0 | 5.6 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.9 | 0.0 | 5.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.1 | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 33 | 21 | 21 | 60 | 21 |
| Future Vol, veh/h | 11 | 33 | 21 | 21 | 60 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 9 | 0 |
| Mvmt Flow | 12 | 36 | 23 | 23 | 65 | 23 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 188 | 35 | 0 | 0 | 46 | 0 |
| Stage 1 | 35 | - | - | - | - | - |
| Stage 2 | 153 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.19 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.281 | - |
| Pot Cap-1 Maneuver | 806 | 1044 | - | - | 1518 | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 880 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 771 | 1044 | - | - | 1518 | - |
| Mov Cap-2 Maneuver | 771 | - | - | - | - | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 842 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 0 | 5.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 959 | 1518 | - |
| HCM Lane V/C Ratio | - | - | 0.05 | 0.043 | - |
| HCM Ctrl Dly (s/v) | - | - | 9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 92 | 0 | 0 | 68 |
| Future Volume (vph) | 0 | 0 | 92 | 0 | 0 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 100 | 0 | 0 | 74 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 100 | 0 | 0 | 74 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 8.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 92 | 0 | 0 | 68 |
| Future Volume (Veh/h) | 0 | 0 | 92 | 0 | 0 | 68 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 100 | 0 | 0 | 74 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 174 | 100 | | | 100 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 174 | 100 | | | 100 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 821 | 961 | | | 1505 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 100 | 74 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1505 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 8.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 68 |
| Future Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 68 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 74 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 174 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 74 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 821 | 961 | - | - | 1505 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 954 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 821 | 961 | - | - | 1505 | - |
| Mov Cap-2 Maneuver | 821 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 954 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1505 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 92 | 0 | 0 | 68 |
| Future Volume (vph) | 0 | 0 | 92 | 0 | 0 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 100 | 0 | 0 | 74 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 100 | 0 | 0 | 74 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 8.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 92 | 0 | 0 | 68 |
| Future Volume (Veh/h) | 0 | 0 | 92 | 0 | 0 | 68 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 100 | 0 | 0 | 74 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 174 | 100 | | | 100 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 174 | 100 | | | 100 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 821 | 961 | | | 1505 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 100 | 74 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1505 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 8.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 68 |
| Future Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 68 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 74 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 174 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 74 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 821 | 961 | - | - | 1505 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 954 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 821 | 961 | - | - | 1505 | - |
| Mov Cap-2 Maneuver | 821 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 954 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1505 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 68 | 83 | 10 | 0 | 0 |
| Future Volume (vph) | 28 | 68 | 83 | 10 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.985 | | | |
| Flt Protected | | 0.986 | | | | |
| Satd. Flow (prot) | 0 | 1834 | 1792 | 0 | 1900 | 0 |
| Flt Permitted | | 0.986 | | | | |
| Satd. Flow (perm) | 0 | 1834 | 1792 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 0% | 0% | 0% |
| Adj. Flow (vph) | 30 | 74 | 90 | 11 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 104 | 101 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 28 | 68 | 83 | 10 | 0 | 0 |
| Future Volume (Veh/h) | 28 | 68 | 83 | 10 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 30 | 74 | 90 | 11 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 101 | | | | 230 | 96 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 101 | | | | 230 | 96 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 100 | 100 |
| cM capacity (veh/h) | 1504 | | | | 748 | 967 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 104 | 101 | 0 |
| Volume Left | 30 | 0 | 0 |
| Volume Right | 0 | 11 | 0 |
| cSH | 1504 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 1.1 | |
| Intersection Capacity Utilization | | 15.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

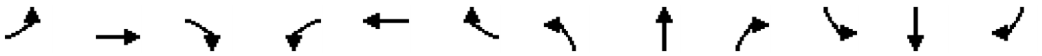
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 68 | 83 | 10 | 0 | 0 |
| Future Vol, veh/h | 28 | 68 | 83 | 10 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 74 | 90 | 11 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 101 | 0 | - | 0 | 230 | 96 |
| Stage 1 | - | - | - | - | 96 | - |
| Stage 2 | - | - | - | - | 134 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1504 | - | - | - | 763 | 966 |
| Stage 1 | - | - | - | - | 933 | - |
| Stage 2 | - | - | - | - | 897 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1504 | - | - | - | 747 | 966 |
| Mov Cap-2 Maneuver | - | - | - | - | 747 | - |
| Stage 1 | - | - | - | - | 913 | - |
| Stage 2 | - | - | - | - | 897 | - |

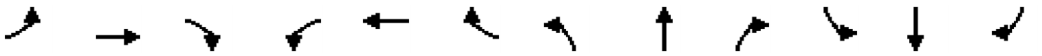
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.2 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SETSWLn1 | |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1504 | - | - |
| HCM Lane V/C Ratio | - | - | 0.02 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.4 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 17 | 2 | 1 | 64 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Volume (vph) | 18 | 17 | 2 | 1 | 64 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.951 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3209 | 0 | 1805 | 3313 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3209 | 0 | 1805 | 3313 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 12% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 6% |
| Adj. Flow (vph) | 20 | 18 | 2 | 1 | 70 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 20 | 20 | 0 | 1 | 104 | 0 | 0 | 2 | 0 | 0 | 13 | 53 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 17 | 2 | 1 | 64 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Volume (Veh/h) | 18 | 17 | 2 | 1 | 64 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 18 | 2 | 1 | 70 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 104 | | | 20 | | | 123 | 165 | 10 | 140 | 149 | 52 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 104 | | | 20 | | | 123 | 165 | 10 | 140 | 149 | 52 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 95 |
| cM capacity (veh/h) | 1457 | | | 1609 | | | 791 | 721 | 1075 | 787 | 736 | 992 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 12 | 8 | 1 | 47 | 57 | 2 | 66 |
| Volume Left | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 13 |
| Volume Right | 0 | 0 | 2 | 0 | 0 | 34 | 2 | 53 |
| cSH | 1457 | 1700 | 1700 | 1609 | 1700 | 1700 | 1075 | 1235 |
| Volume to Capacity | 0.01 | 0.00* | 0.00* | 0.00* | 0.03 | 0.03 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s/veh) | 7.5 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 8.4 | 9.0 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.8 | | | 0.1 | | | 8.4 | 9.0 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

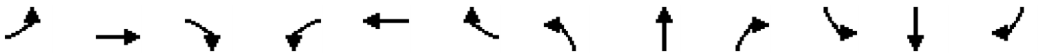
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 17 | 2 | 1 | 64 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Vol, veh/h | 18 | 17 | 2 | 1 | 64 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 12 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 6 |
| Mvmt Flow | 20 | 18 | 2 | 1 | 70 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 104 | 0 | 0 | 20 | 0 | 0 | 96 | 165 | 10 | 138 | 149 | 52 |
| Stage 1 | - | - | - | - | - | - | 59 | 59 | - | 89 | 89 | - |
| Stage 2 | - | - | - | - | - | - | 37 | 106 | - | 49 | 60 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1457 | - | - | 1609 | - | - | 882 | 731 | 1075 | 800 | 746 | 992 |
| Stage 1 | - | - | - | - | - | - | 951 | 850 | - | 888 | 825 | - |
| Stage 2 | - | - | - | - | - | - | 980 | 811 | - | 938 | 849 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1457 | - | - | 1609 | - | - | 826 | 720 | 1075 | 790 | 735 | 992 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 826 | 720 | - | 790 | 735 | - |
| Stage 1 | - | - | - | - | - | - | 938 | 838 | - | 876 | 824 | - |
| Stage 2 | - | - | - | - | - | - | 927 | 810 | - | 923 | 837 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.7 | 0.1 | 8.4 | 9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1075 | 1457 | - | - | 1609 | - | - | 790 | 992 |
| HCM Lane V/C Ratio | 0.002 | 0.013 | - | - | 0.001 | - | - | 0.017 | 0.054 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.5 | - | - | 7.2 | - | - | 9.6 | 8.8 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0 | - | - | 0 | - | - | 0.1 | 0.2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 101 | 29 | 195 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 36 |
| Future Volume (vph) | 101 | 29 | 195 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.963 | | | 0.962 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1797 | 1615 | 0 | 1808 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1369 |
| Flt Permitted | | 0.726 | | | 0.532 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1355 | 1615 | 0 | 1000 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1369 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 212 | | | 133 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 0% | 2% | 2% | 7% | 3% | 1% | 13% | 18% | 1% | 7% | 18% |
| Adj. Flow (vph) | 110 | 32 | 212 | 57 | 16 | 133 | 78 | 1565 | 58 | 173 | 2210 | 39 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 142 | 212 | 0 | 73 | 133 | 78 | 1565 | 58 | 173 | 2210 | 39 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 22.9 | 22.9 | | 22.9 | 22.9 | 13.7 | 98.0 | 165.9 | 22.1 | 106.5 | 165.9 |
| Actuated g/C Ratio | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.08 | 0.59 | 1.00 | 0.13 | 0.64 | 1.00 |
| v/c Ratio | | 0.76 | 0.52 | | 0.53 | 0.40 | 0.52 | 0.82 | 0.04 | 0.73 | 1.02 | 0.03 |
| Control Delay (s/veh) | | 94.8 | 12.1 | | 81.9 | 12.6 | 88.2 | 33.5 | 0.1 | 88.0 | 54.5 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 94.8 | 12.1 | | 81.9 | 12.6 | 88.2 | 33.5 | 0.1 | 88.0 | 54.5 | 0.0 |
| LOS | | F | B | | F | B | F | C | A | F | D | A |
| Approach Delay (s/veh) | | 45.3 | | | 37.2 | | | 34.8 | | | 56.0 | |
| Approach LOS | | D | | | D | | | C | | | E | |
| Queue Length 50th (ft) | | 153 | 0 | | 76 | 0 | 84 | 691 | 0 | 186 | ~1291 | 0 |
| Queue Length 95th (ft) | | 246 | 80 | | 142 | 65 | 154 | 1015 | 0 | 291 | #1727 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 296 | 519 | | 218 | 453 | 329 | 1962 | 1382 | 325 | 2165 | 1369 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.48 | 0.41 | | 0.33 | 0.29 | 0.24 | 0.80 | 0.04 | 0.53 | 1.02 | 0.03 |

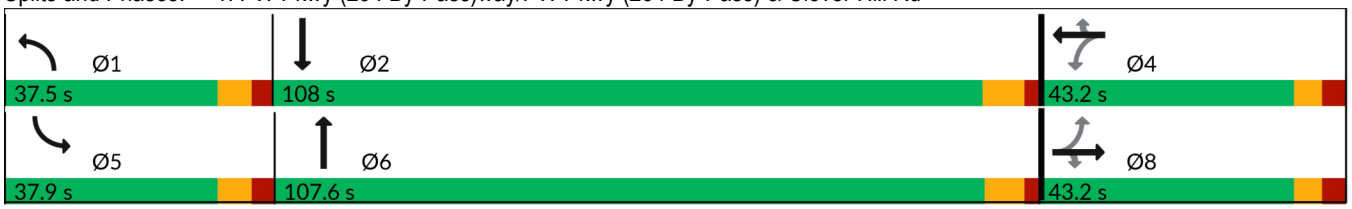
Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 165.9 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.02 | | | |
| Intersection Signal Delay (s/veh): 46.7 | | Intersection LOS: D | |
| Intersection Capacity Utilization 95.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 101 | 29 | 195 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 36 |
| Future Volume (vph) | 101 | 29 | 195 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1796 | 1615 | | 1809 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1369 |
| Flt Permitted | | 0.73 | 1.00 | | 0.53 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1355 | 1615 | | 1000 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1369 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Adj. Flow (vph) | 110 | 32 | 212 | 57 | 16 | 133 | 78 | 1565 | 58 | 173 | 2210 | 39 |
| RTOR Reduction (vph) | 0 | 0 | 183 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 142 | 29 | 0 | 73 | 18 | 78 | 1565 | 58 | 173 | 2210 | 39 |
| Heavy Vehicles (%) | 5% | 0% | 2% | 2% | 7% | 3% | 1% | 13% | 18% | 1% | 7% | 18% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 22.9 | 22.9 | | 22.9 | 22.9 | 13.7 | 98.0 | 165.7 | 22.1 | 106.5 | 165.7 |
| Effective Green, g (s) | | 22.9 | 22.9 | | 22.9 | 22.9 | 13.7 | 98.0 | 165.7 | 22.1 | 106.5 | 165.7 |
| Actuated g/C Ratio | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.08 | 0.59 | 1.00 | 0.13 | 0.64 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 187 | 223 | | 138 | 220 | 149 | 1908 | 1382 | 238 | 2168 | 1369 |
| v/s Ratio Prot | | | | | | | 0.04 | 0.49 | | c0.10 | c0.66 | |
| v/s Ratio Perm | | c0.10 | 0.02 | | 0.07 | 0.01 | | | 0.04 | | | 0.03 |
| v/c Ratio | | 0.76 | 0.13 | | 0.53 | 0.08 | 0.52 | 0.82 | 0.04 | 0.73 | 1.02 | 0.03 |
| Uniform Delay, d1 | | 68.7 | 62.7 | | 66.4 | 62.3 | 72.9 | 26.9 | 0.0 | 68.9 | 29.6 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 16.1 | 0.3 | | 3.6 | 0.2 | 4.3 | 3.0 | 0.1 | 11.2 | 24.4 | 0.0 |
| Delay (s) | | 84.9 | 62.9 | | 70.0 | 62.4 | 77.1 | 29.8 | 0.1 | 80.1 | 54.0 | 0.0 |
| Level of Service | | F | E | | E | E | E | C | A | F | D | A |
| Approach Delay (s/veh) | | 71.7 | | | 65.1 | | | 31.0 | | | 55.0 | |
| Approach LOS | | E | | | E | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 48.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.98 | | |
| Actuated Cycle Length (s) | 165.7 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 95.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 273 | 1 | 4 | 52 | 0 | 123 |
| Future Volume (vph) | 273 | 1 | 4 | 52 | 0 | 123 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | | |
| Satd. Flow (prot) | 0 | 1775 | 1900 | 1524 | 1900 | 1509 |
| Flt Permitted | | 0.953 | | | | |
| Satd. Flow (perm) | 0 | 1775 | 1900 | 1524 | 1900 | 1509 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 6% | 0% | 7% |
| Adj. Flow (vph) | 297 | 1 | 4 | 57 | 0 | 134 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 298 | 4 | 57 | 0 | 134 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 273 | 1 | 4 | 52 | 0 | 123 |
| Future Volume (Veh/h) | 273 | 1 | 4 | 52 | 0 | 123 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 297 | 1 | 4 | 57 | 0 | 134 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 69 | 100 | 100 | 95 | 100 | |
| cM capacity (veh/h) | 963 | 900 | 900 | 1073 | 1636 | |

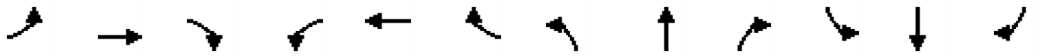
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 298 | 4 | 57 | 0 | 134 |
| Volume Left | 297 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 57 | 0 | 134 |
| cSH | 963 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.31 | 0.00* | 0.05 | 0.00 | 0.08 |
| Queue Length 95th (ft) | 33 | 0 | 4 | 0 | 0 |
| Control Delay (s/veh) | 10.4 | 9.0 | 8.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.4 | 8.6 | | 0.0 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.4 | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 63 | 7 | 0 |
| Future Volume (vph) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 63 | 7 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.966 | | | 0.877 | | | 0.924 | | | | |
| Flt Protected | | 0.976 | | | 0.998 | | | 0.996 | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1577 | 0 | 0 | 1674 | 0 | 0 | 1746 | 0 |
| Flt Permitted | | 0.976 | | | 0.998 | | | 0.996 | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1791 | 0 | 0 | 1577 | 0 | 0 | 1674 | 0 | 0 | 1746 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 8% | 3% | 14% | 0% |
| Adj. Flow (vph) | 8 | 4 | 4 | 4 | 3 | 74 | 2 | 9 | 14 | 68 | 8 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 16 | 0 | 0 | 81 | 0 | 0 | 25 | 0 | 0 | 76 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 63 | 7 | 0 |
| Future Volume (Veh/h) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 63 | 7 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 4 | 4 | 4 | 3 | 74 | 2 | 9 | 14 | 68 | 8 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 166 | 171 | 8 | 170 | 164 | 16 | 8 | | | 23 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 166 | 171 | 8 | 170 | 164 | 16 | 8 | | | 23 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 99 | 100 | 93 | 100 | | | 96 | | |
| cM capacity (veh/h) | 719 | 694 | 1080 | 765 | 700 | 1052 | 1625 | | | 1586 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 81 | 25 | 76 |
| Volume Left | 8 | 4 | 2 | 68 |
| Volume Right | 4 | 74 | 14 | 0 |
| cSH | 777 | 1014 | 1625 | 1586 |
| Volume to Capacity | 0.02 | 0.08 | 0.00* | 0.04 |
| Queue Length 95th (ft) | 2 | 6 | 0 | 3 |
| Control Delay (s/veh) | 9.7 | 8.9 | 0.6 | 6.6 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.7 | 8.9 | 0.6 | 6.6 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.0 | | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

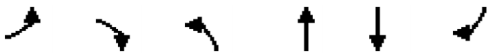
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 63 | 7 | 0 |
| Future Vol, veh/h | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 63 | 7 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 | 3 | 14 | 0 |
| Mvmt Flow | 8 | 4 | 4 | 4 | 3 | 74 | 2 | 9 | 14 | 68 | 8 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 166 | 171 | 8 | 168 | 164 | 16 | 8 | 0 | 0 | 23 | 0 | 0 |
| Stage 1 | 144 | 144 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 27 | - | 148 | 144 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.26 | 4.1 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.354 | 2.2 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 803 | 726 | 1080 | 800 | 732 | 1052 | 1625 | - | - | 1586 | - | - |
| Stage 1 | 864 | 782 | - | 1004 | 883 | - | - | - | - | - | - | - |
| Stage 2 | 1002 | 877 | - | 859 | 782 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 719 | 694 | 1080 | 766 | 700 | 1052 | 1625 | - | - | 1586 | - | - |
| Mov Cap-2 Maneuver | 719 | 694 | - | 766 | 700 | - | - | - | - | - | - | - |
| Stage 1 | 863 | 748 | - | 1003 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 927 | 876 | - | 814 | 748 | - | - | - | - | - | - | - |

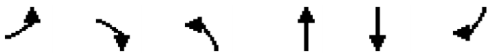
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 8.3 | 0.6 | 6.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 781 | 1160 | 1586 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.021 | 0.07 | 0.043 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.7 | 8.3 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0.2 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 0 | 19 | 16 | 0 |
| Future Volume (vph) | 4 | 0 | 0 | 19 | 16 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1900 | 0 | 1810 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1900 | 0 | 1810 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 6% | 0% |
| Adj. Flow (vph) | 4 | 0 | 0 | 21 | 17 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 0 | 0 | 21 | 17 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 0 | 19 | 16 | 0 |
| Future Volume (Veh/h) | 4 | 0 | 0 | 19 | 16 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 0 | 21 | 17 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | 17 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | 17 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 979 | 1068 | 1613 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 4 | 0 | 21 | 17 |
| Volume Left | 4 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 979 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

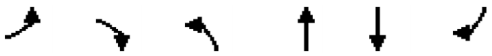
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 0 | 19 | 16 | 0 |
| Future Vol, veh/h | 4 | 0 | 0 | 19 | 16 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 6 | 0 |
| Mvmt Flow | 4 | 0 | 0 | 21 | 17 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 38 | 17 | - | 0 | - | 0 |
| Stage 1 | 17 | - | - | - | - | - |
| Stage 2 | 21 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 979 | 1068 | 0 | - | - | 0 |
| Stage 1 | 1011 | - | 0 | - | - | 0 |
| Stage 2 | 1007 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 979 | 1068 | - | - | - | - |
| Mov Cap-2 Maneuver | 979 | - | - | - | - | - |
| Stage 1 | 1011 | - | - | - | - | - |
| Stage 2 | 1007 | - | - | - | - | - |

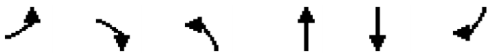
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 979 | - | - |
| HCM Lane V/C Ratio | - | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 0 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 5 | 5 | 79 | 65 | 12 |
| Future Volume (vph) | 14 | 5 | 5 | 79 | 65 | 12 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.966 | | | | | 0.850 |
| Flt Protected | 0.964 | | | 0.997 | | |
| Satd. Flow (prot) | 1769 | 0 | 0 | 1806 | 1810 | 1615 |
| Flt Permitted | 0.964 | | | 0.997 | | |
| Satd. Flow (perm) | 1769 | 0 | 0 | 1806 | 1810 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 20% | 4% | 5% | 0% |
| Adj. Flow (vph) | 15 | 5 | 5 | 86 | 71 | 13 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 0 | 0 | 91 | 71 | 13 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 14 | 5 | 5 | 79 | 65 | 12 |
| Future Volume (Veh/h) | 14 | 5 | 5 | 79 | 65 | 12 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 5 | 5 | 86 | 71 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 167 | 71 | 84 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 167 | 71 | 84 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.4 | | | |
| p0 queue free % | 98 | 99 | 100 | | | |
| cM capacity (veh/h) | 825 | 997 | 1407 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 20 | 91 | 71 | 13 |
| Volume Left | 15 | 5 | 0 | 0 |
| Volume Right | 5 | 0 | 0 | 13 |
| cSH | 862 | 1407 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.00* | 0.04 | 0.00* |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.3 | 0.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.3 | 0.4 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

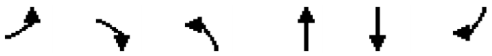
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 5 | 5 | 79 | 65 | 12 |
| Future Vol, veh/h | 14 | 5 | 5 | 79 | 65 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 20 | 4 | 5 | 0 |
| Mvmt Flow | 15 | 5 | 5 | 86 | 71 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 167 | 71 | 84 | 0 | - | 0 |
| Stage 1 | 71 | - | - | - | - | - |
| Stage 2 | 96 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.3 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.38 | - | - | - |
| Pot Cap-1 Maneuver | 828 | 997 | 1407 | - | - | - |
| Stage 1 | 957 | - | - | - | - | - |
| Stage 2 | 933 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 825 | 997 | 1407 | - | - | - |
| Mov Cap-2 Maneuver | 825 | - | - | - | - | - |
| Stage 1 | 953 | - | - | - | - | - |
| Stage 2 | 933 | - | - | - | - | - |

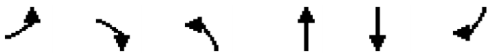
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1407 | - | 864 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.024 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 32 | 65 | 74 | 33 | 28 |
| Future Volume (vph) | 21 | 32 | 65 | 74 | 33 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.939 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1583 | 1524 | 1770 | 1845 | 1625 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1583 | 1524 | 1770 | 1845 | 1625 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 14% | 6% | 2% | 3% | 3% | 18% |
| Adj. Flow (vph) | 23 | 35 | 71 | 80 | 36 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 23 | 35 | 71 | 80 | 66 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 32 | 65 | 74 | 33 | 28 |
| Future Volume (Veh/h) | 21 | 32 | 65 | 74 | 33 | 28 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 35 | 71 | 80 | 36 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 273 | 51 | 66 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 273 | 51 | 66 | | | |
| tC, single (s) | 6.5 | 6.3 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.2 | | | |
| p0 queue free % | 97 | 97 | 95 | | | |
| cM capacity (veh/h) | 660 | 1006 | 1536 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 23 | 35 | 71 | 80 | 66 |
| Volume Left | 23 | 0 | 71 | 0 | 0 |
| Volume Right | 0 | 35 | 0 | 0 | 30 |
| cSH | 660 | 1006 | 1536 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.03 | 0.05 | 0.05 | 0.04 |
| Queue Length 95th (ft) | 3 | 3 | 4 | 0 | 0 |
| Control Delay (s/veh) | 10.7 | 8.7 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.5 | | 3.5 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.9 | | |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 32 | 65 | 74 | 33 | 28 |
| Future Vol, veh/h | 21 | 32 | 65 | 74 | 33 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 14 | 6 | 2 | 3 | 3 | 18 |
| Mvmt Flow | 23 | 35 | 71 | 80 | 36 | 30 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 273 | 51 | 66 | 0 | - | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 222 | - | - | - | - | - |
| Critical Hdwy | 6.54 | 6.26 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.626 | 3.354 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 692 | 1006 | 1536 | - | - | - |
| Stage 1 | 942 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 660 | 1006 | 1536 | - | - | - |
| Mov Cap-2 Maneuver | 660 | - | - | - | - | - |
| Stage 1 | 899 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 3.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1536 | - | 660 | 1006 | - | - |
| HCM Lane V/C Ratio | 0.046 | - | 0.035 | 0.035 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 10.7 | 8.7 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.1 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 70 | 30 | 8 | 28 | 30 |
| Future Volume (vph) | 30 | 70 | 30 | 8 | 28 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.906 | | 0.971 | | | |
| Flt Protected | 0.985 | | | | | 0.977 |
| Satd. Flow (prot) | 1638 | 0 | 1845 | 0 | 0 | 1764 |
| Flt Permitted | 0.985 | | | | | 0.977 |
| Satd. Flow (perm) | 1638 | 0 | 1845 | 0 | 0 | 1764 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 0% | 0% | 11% | 0% |
| Adj. Flow (vph) | 33 | 76 | 33 | 9 | 30 | 33 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 109 | 0 | 42 | 0 | 0 | 63 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 30 | 70 | 30 | 8 | 28 | 30 |
| Future Volume (Veh/h) | 30 | 70 | 30 | 8 | 28 | 30 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 76 | 33 | 9 | 30 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 131 | 38 | | | 42 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 131 | 38 | | | 42 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 96 | 93 | | | 98 | |
| cM capacity (veh/h) | 851 | 1026 | | | 1511 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 109 | 42 | 63 |
| Volume Left | 33 | 0 | 30 |
| Volume Right | 76 | 9 | 0 |
| cSH | 966 | 1700 | 1511 |
| Volume to Capacity | 0.11 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 10 | 0 | 2 |
| Control Delay (s/veh) | 9.2 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.2 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.8 | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 70 | 30 | 8 | 28 | 30 |
| Future Vol, veh/h | 30 | 70 | 30 | 8 | 28 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 11 | 0 |
| Mvmt Flow | 33 | 76 | 33 | 9 | 30 | 33 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 131 | 38 | 0 | 0 | 42 | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 93 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.25 | - | - | 4.21 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.345 | - | - | 2.299 | - |
| Pot Cap-1 Maneuver | 868 | 1025 | - | - | 1511 | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 936 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 851 | 1025 | - | - | 1511 | - |
| Mov Cap-2 Maneuver | 851 | - | - | - | - | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.2 | 0 | 3.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 966 | 1511 | - |
| HCM Lane V/C Ratio | - | - | 0.113 | 0.02 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.2 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.4 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 92 | 0 | 0 | 76 |
| Future Volume (vph) | 0 | 0 | 92 | 0 | 0 | 76 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 100 | 0 | 0 | 83 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 100 | 0 | 0 | 83 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 8.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 92 | 0 | 0 | 76 |
| Future Volume (Veh/h) | 0 | 0 | 92 | 0 | 0 | 76 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 100 | 0 | 0 | 83 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 183 | 100 | | | 100 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 183 | 100 | | | 100 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 811 | 961 | | | 1505 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 100 | 83 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1505 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 8.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 76 |
| Future Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 76 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 83 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 183 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 83 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 811 | 961 | - | - | 1505 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 945 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 811 | 961 | - | - | 1505 | - |
| Mov Cap-2 Maneuver | 811 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 945 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1505 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 92 | 0 | 0 | 76 |
| Future Volume (vph) | 0 | 0 | 92 | 0 | 0 | 76 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 100 | 0 | 0 | 83 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 100 | 0 | 0 | 83 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 8.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 92 | 0 | 0 | 76 |
| Future Volume (Veh/h) | 0 | 0 | 92 | 0 | 0 | 76 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 100 | 0 | 0 | 83 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 183 | 100 | | | 100 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 183 | 100 | | | 100 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 811 | 961 | | | 1505 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 100 | 83 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1505 |
| Volume to Capacity | 0.00 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 8.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 76 |
| Future Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 76 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 83 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 183 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 83 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 811 | 961 | - | - | 1505 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 945 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 811 | 961 | - | - | 1505 | - |
| Mov Cap-2 Maneuver | 811 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 945 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1505 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 65 | 92 | 0 | 12 | 47 |
| Future Volume (vph) | 0 | 65 | 92 | 0 | 12 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1810 | 1845 | 0 | 1678 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1810 | 1845 | 0 | 1678 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 71 | 100 | 0 | 13 | 51 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 71 | 100 | 0 | 64 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 65 | 92 | 0 | 12 | 47 |
| Future Volume (Veh/h) | 0 | 65 | 92 | 0 | 12 | 47 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 71 | 100 | 0 | 13 | 51 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 100 | | | | 171 | 100 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 100 | | | | 171 | 100 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 95 |
| cM capacity (veh/h) | 1505 | | | | 824 | 961 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 71 | 100 | 64 |
| Volume Left | 0 | 0 | 13 |
| Volume Right | 0 | 0 | 51 |
| cSH | 1505 | 1700 | 930 |
| Volume to Capacity | 0.00 | 0.06 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.2 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.2 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 15.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

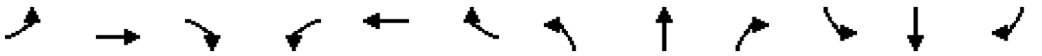
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 65 | 92 | 0 | 12 | 47 |
| Future Vol, veh/h | 0 | 65 | 92 | 0 | 12 | 47 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 71 | 100 | 0 | 13 | 51 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 100 | 0 | - | 0 | 171 | 100 |
| Stage 1 | - | - | - | - | 100 | - |
| Stage 2 | - | - | - | - | 71 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1505 | - | - | - | 824 | 961 |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 957 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1505 | - | - | - | 824 | 961 |
| Mov Cap-2 Maneuver | - | - | - | - | 824 | - |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 957 | - |

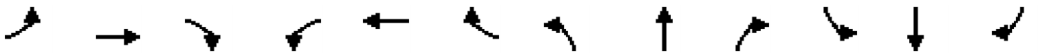
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1505 | - | 930 |
| HCM Lane V/C Ratio | - | - | - | - | 0.069 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.2 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.2 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 63 | 54 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Volume (vph) | 63 | 54 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | 0.899 | | | 0.907 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.994 | | | 0.956 | |
| Satd. Flow (prot) | 1805 | 3337 | 0 | 1530 | 3123 | 0 | 0 | 1593 | 0 | 0 | 1722 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.994 | | | 0.956 | |
| Satd. Flow (perm) | 1805 | 3337 | 0 | 1530 | 3123 | 0 | 0 | 1593 | 0 | 0 | 1722 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 18% | 12% | 0% | 0% | 0% | 11% | 6% | 0% | 6% |
| Adj. Flow (vph) | 68 | 59 | 1 | 13 | 18 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 68 | 60 | 0 | 13 | 55 | 0 | 0 | 16 | 0 | 0 | 45 | 38 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 54 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Volume (Veh/h) | 63 | 54 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 59 | 1 | 13 | 18 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | | | 60 | | | 252 | 277 | 30 | 241 | 259 | 28 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | | | 60 | | | 252 | 277 | 30 | 241 | 259 | 28 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 96 | | | 99 | | | 100 | 100 | 99 | 94 | 99 | 96 |
| cM capacity (veh/h) | 1563 | | | 1432 | | | 632 | 601 | 1009 | 646 | 615 | 1029 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 68 | 39 | 21 | 13 | 12 | 43 | 16 | 83 |
| Volume Left | 68 | 0 | 0 | 13 | 0 | 0 | 2 | 41 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 37 | 11 | 38 |
| cSH | 1563 | 1700 | 1700 | 1432 | 1700 | 1700 | 840 | 1187 |
| Volume to Capacity | 0.04 | 0.02 | 0.01 | 0.00* | 0.00* | 0.03 | 0.02 | 0.07 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| Control Delay (s/veh) | 7.4 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 9.4 | 9.9 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.9 | | | 1.4 | | | 9.4 | 9.9 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.3 | | | |
| Intersection Capacity Utilization | 25.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 63 | 54 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Vol, veh/h | 63 | 54 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 8 | 0 | 18 | 12 | 0 | 0 | 0 | 11 | 6 | 0 | 6 |
| Mvmt Flow | 68 | 59 | 1 | 13 | 18 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 55 | 0 | 0 | 60 | 0 | 0 | 233 | 277 | 30 | 230 | 259 | 28 |
| Stage 1 | - | - | - | - | - | - | 196 | 196 | - | 63 | 63 | - |
| Stage 2 | - | - | - | - | - | - | 37 | 81 | - | 167 | 196 | - |
| Critical Hdwy | 4.1 | - | - | 4.46 | - | - | 7.5 | 6.5 | 7.12 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.38 | - | - | 3.5 | 4 | 3.41 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1563 | - | - | 1432 | - | - | 707 | 634 | 1009 | 695 | 649 | 1028 |
| Stage 1 | - | - | - | - | - | - | 793 | 742 | - | 929 | 846 | - |
| Stage 2 | - | - | - | - | - | - | 980 | 832 | - | 807 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1563 | - | - | 1432 | - | - | 650 | 600 | 1009 | 657 | 615 | 1028 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 650 | 600 | - | 657 | 615 | - |
| Stage 1 | - | - | - | - | - | - | 758 | 709 | - | 888 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 930 | 825 | - | 760 | 709 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 4 | 1.4 | 9.4 | 9.9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 834 | 1563 | - | - | 1432 | - | - | 653 | 1028 |
| HCM Lane V/C Ratio | 0.02 | 0.044 | - | - | 0.009 | - | - | 0.07 | 0.037 |
| HCM Ctrl Dly (s/v) | 9.4 | 7.4 | - | - | 7.5 | - | - | 10.9 | 8.6 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.2 | 0.1 |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 184 | 4 | 0 | 27 | 63 | 367 |
| Future Volume (vph) | 184 | 4 | 0 | 27 | 63 | 367 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1443 | 1900 | 1615 | 1805 | 1553 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1443 | 1900 | 1615 | 1805 | 1553 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 26% | 0% | 0% | 0% | 0% | 4% |
| Adj. Flow (vph) | 200 | 4 | 0 | 29 | 68 | 399 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 204 | 0 | 29 | 68 | 399 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

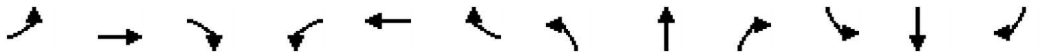
| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 184 | 4 | 0 | 27 | 63 | 367 |
| Future Volume (Veh/h) | 184 | 4 | 0 | 27 | 63 | 367 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 200 | 4 | 0 | 29 | 68 | 399 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 136 | 136 | 136 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 136 | 136 | 136 | 0 | 0 | |
| tC, single (s) | 7.4 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 73 | 99 | 100 | 97 | 96 | |
| cM capacity (veh/h) | 738 | 727 | 727 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 204 | 0 | 29 | 68 | 399 |
| Volume Left | 200 | 0 | 0 | 68 | 0 |
| Volume Right | 0 | 0 | 29 | 0 | 399 |
| cSH | 738 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.28 | 0.00 | 0.03 | 0.04 | 0.23 |
| Queue Length 95th (ft) | 28 | 0 | 2 | 3 | 0 |
| Control Delay (s/veh) | 11.7 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 11.7 | 8.4 | | 1.1 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.5 | | | |
| Intersection Capacity Utilization | 26.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 14 | 13 | 105 | 4 | 9 | 1 | 51 | 6 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 14 | 13 | 105 | 4 | 9 | 1 | 51 | 6 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.892 | | | 0.991 | | | 0.998 | |
| Flt Protected | | 0.976 | | | 0.995 | | | 0.987 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1634 | 0 | 0 | 1858 | 0 | 0 | 1783 | 0 |
| Flt Permitted | | 0.976 | | | 0.995 | | | 0.987 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1634 | 0 | 0 | 1858 | 0 | 0 | 1783 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 17% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 15 | 14 | 114 | 4 | 10 | 1 | 55 | 7 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 143 | 0 | 0 | 15 | 0 | 0 | 63 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 14 | 13 | 105 | 4 | 9 | 1 | 51 | 6 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 14 | 13 | 105 | 4 | 9 | 1 | 51 | 6 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 15 | 14 | 114 | 4 | 10 | 1 | 55 | 7 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 143 | 137 | 8 | 137 | 137 | 11 | 8 | | | 11 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 143 | 137 | 8 | 137 | 137 | 11 | 8 | | | 11 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 98 | 89 | 100 | | | 97 | | |
| cM capacity (veh/h) | 711 | 731 | 1081 | 814 | 731 | 1065 | 1625 | | | 1621 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 143 | 15 | 63 |
| Volume Left | 1 | 15 | 4 | 55 |
| Volume Right | 1 | 114 | 1 | 1 |
| cSH | 858 | 989 | 1625 | 1621 |
| Volume to Capacity | 0.00* | 0.14 | 0.00* | 0.03 |
| Queue Length 95th (ft) | 0 | 13 | 0 | 3 |
| Control Delay (s/veh) | 9.2 | 9.3 | 1.9 | 6.4 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.2 | 9.3 | 1.9 | 6.4 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.0 | | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 14 | 13 | 105 | 4 | 9 | 1 | 51 | 6 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 14 | 13 | 105 | 4 | 9 | 1 | 51 | 6 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 17 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 15 | 14 | 114 | 4 | 10 | 1 | 55 | 7 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 144 | 137 | 8 | 137 | 137 | 11 | 8 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 118 | 118 | - | 19 | 19 | - | - | - | - | - | - | - |
| Stage 2 | 26 | 19 | - | 118 | 118 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.24 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.336 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 830 | 758 | 1080 | 838 | 758 | 1064 | 1625 | - | - | 1621 | - | - |
| Stage 1 | 891 | 802 | - | 1005 | 884 | - | - | - | - | - | - | - |
| Stage 2 | 997 | 884 | - | 891 | 802 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 710 | 731 | 1080 | 815 | 731 | 1064 | 1625 | - | - | 1621 | - | - |
| Mov Cap-2 Maneuver | 710 | 731 | - | 815 | 731 | - | - | - | - | - | - | - |
| Stage 1 | 889 | 775 | - | 1003 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 874 | 882 | - | 860 | 775 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.2 | 8 | 2.1 | 6.4 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 857 | 1338 | 1621 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.003 | 0.107 | 0.034 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.2 | 8 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.4 | 0.1 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 1 | 0 | 6 | 22 | 0 |
| Future Volume (vph) | 8 | 1 | 0 | 6 | 22 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1810 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1810 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 5% | 0% |
| Adj. Flow (vph) | 9 | 1 | 0 | 7 | 24 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 9 | 1 | 0 | 7 | 24 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 1 | 0 | 6 | 22 | 0 |
| Future Volume (Veh/h) | 8 | 1 | 0 | 6 | 22 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 1 | 0 | 7 | 24 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 31 | 24 | 24 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 31 | 24 | 24 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 988 | 1058 | 1604 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 1 | 7 | 24 |
| Volume Left | 9 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 988 | 1058 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.6 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 1 | 0 | 6 | 22 | 0 |
| Future Vol, veh/h | 8 | 1 | 0 | 6 | 22 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 5 | 0 |
| Mvmt Flow | 9 | 1 | 0 | 7 | 24 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 31 | 24 | - | 0 | - | 0 |
| Stage 1 | 24 | - | - | - | - | - |
| Stage 2 | 7 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 988 | 1058 | 0 | - | - | 0 |
| Stage 1 | 1004 | - | 0 | - | - | 0 |
| Stage 2 | 1021 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 988 | 1058 | - | - | - | - |
| Mov Cap-2 Maneuver | 988 | - | - | - | - | - |
| Stage 1 | 1004 | - | - | - | - | - |
| Stage 2 | 1021 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 988 | 1058 | - |
| HCM Lane V/C Ratio | - | 0.009 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 0 | 14 | 101 | 58 | 23 |
| Future Volume (vph) | 9 | 0 | 14 | 101 | 58 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.994 | | |
| Satd. Flow (prot) | 1357 | 0 | 0 | 1825 | 1863 | 1553 |
| Flt Permitted | 0.950 | | | 0.994 | | |
| Satd. Flow (perm) | 1357 | 0 | 0 | 1825 | 1863 | 1553 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 33% | 0% | 7% | 3% | 2% | 4% |
| Adj. Flow (vph) | 10 | 0 | 15 | 110 | 62 | 25 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 10 | 0 | 0 | 125 | 62 | 25 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 0 | 14 | 101 | 58 | 23 |
| Future Volume (Veh/h) | 9 | 0 | 14 | 101 | 58 | 23 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 10 | 0 | 15 | 110 | 62 | 25 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 202 | 62 | 87 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 202 | 62 | 87 | | | |
| tC, single (s) | 6.7 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.8 | 3.3 | 2.3 | | | |
| p0 queue free % | 99 | 100 | 99 | | | |
| cM capacity (veh/h) | 714 | 1009 | 1478 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 10 | 125 | 62 | 25 |
| Volume Left | 10 | 15 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 25 |
| cSH | 714 | 1478 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.01 | 0.04 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s/veh) | 10.1 | 1.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 10.1 | 1.0 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 22.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 0 | 14 | 101 | 58 | 23 |
| Future Vol, veh/h | 9 | 0 | 14 | 101 | 58 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 94 | 92 |
| Heavy Vehicles, % | 33 | 0 | 7 | 3 | 2 | 4 |
| Mvmt Flow | 10 | 0 | 15 | 110 | 62 | 25 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 202 | 62 | 87 | 0 | - | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 140 | - | - | - | - | - |
| Critical Hdwy | 6.73 | 6.2 | 4.17 | - | - | - |
| Critical Hdwy Stg 1 | 5.73 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.73 | - | - | - | - | - |
| Follow-up Hdwy | 3.797 | 3.3 | 2.263 | - | - | - |
| Pot Cap-1 Maneuver | 722 | 1009 | 1478 | - | - | - |
| Stage 1 | 887 | - | - | - | - | - |
| Stage 2 | 816 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 714 | 1009 | 1478 | - | - | - |
| Mov Cap-2 Maneuver | 714 | - | - | - | - | - |
| Stage 1 | 877 | - | - | - | - | - |
| Stage 2 | 816 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.1 | 0.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1478 | - | 714 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.014 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 42 | 53 | 38 | 61 | 61 | 39 |
| Future Volume (vph) | 42 | 53 | 38 | 61 | 61 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.947 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1752 | 1810 | 1726 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1752 | 1810 | 1726 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 3% | 5% | 5% | 3% |
| Adj. Flow (vph) | 46 | 58 | 41 | 66 | 66 | 42 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 46 | 58 | 41 | 66 | 108 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 42 | 53 | 38 | 61 | 61 | 39 |
| Future Volume (Veh/h) | 42 | 53 | 38 | 61 | 61 | 39 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 58 | 41 | 66 | 66 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 235 | 87 | 108 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 235 | 87 | 108 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 94 | 94 | 97 | | | |
| cM capacity (veh/h) | 711 | 977 | 1476 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 46 | 58 | 41 | 66 | 108 |
| Volume Left | 46 | 0 | 41 | 0 | 0 |
| Volume Right | 0 | 58 | 0 | 0 | 42 |
| cSH | 711 | 977 | 1476 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.06 | 0.03 | 0.04 | 0.06 |
| Queue Length 95th (ft) | 5 | 5 | 2 | 0 | 0 |
| Control Delay (s/veh) | 10.4 | 8.9 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.6 | | 2.9 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 53 | 38 | 61 | 61 | 39 |
| Future Vol, veh/h | 42 | 53 | 38 | 61 | 61 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 3 | 5 | 5 | 3 |
| Mvmt Flow | 46 | 58 | 41 | 66 | 66 | 42 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 235 | 87 | 108 | 0 | - | 0 |
| Stage 1 | 87 | - | - | - | - | - |
| Stage 2 | 148 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 732 | 977 | 1476 | - | - | - |
| Stage 1 | 912 | - | - | - | - | - |
| Stage 2 | 856 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 712 | 977 | 1476 | - | - | - |
| Mov Cap-2 Maneuver | 712 | - | - | - | - | - |
| Stage 1 | 886 | - | - | - | - | - |
| Stage 2 | 856 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.6 | 2.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1476 | - | 712 | 977 | - | - |
| HCM Lane V/C Ratio | 0.028 | - | 0.064 | 0.059 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 10.4 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.2 | - | - |

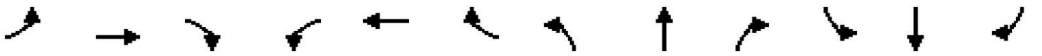
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 39 | 25 | 25 | 72 | 25 |
| Future Volume (vph) | 13 | 39 | 25 | 25 | 72 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.899 | | 0.932 | | | |
| Flt Protected | 0.988 | | | | | 0.964 |
| Satd. Flow (prot) | 1688 | 0 | 1771 | 0 | 0 | 1717 |
| Flt Permitted | 0.988 | | | | | 0.964 |
| Satd. Flow (perm) | 1688 | 0 | 1771 | 0 | 0 | 1717 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 9% | 0% |
| Adj. Flow (vph) | 14 | 42 | 27 | 27 | 78 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 56 | 0 | 54 | 0 | 0 | 105 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

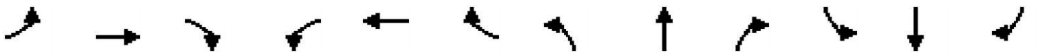
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 13 | 39 | 25 | 25 | 72 | 25 |
| Future Volume (Veh/h) | 13 | 39 | 25 | 25 | 72 | 25 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 42 | 27 | 27 | 78 | 27 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 224 | 41 | | | 54 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 224 | 41 | | | 54 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 96 | | | 95 | |
| cM capacity (veh/h) | 729 | 1036 | | | 1508 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 56 | 54 | 105 |
| Volume Left | 14 | 0 | 78 |
| Volume Right | 42 | 27 | 0 |
| cSH | 938 | 1700 | 1508 |
| Volume to Capacity | 0.06 | 0.03 | 0.05 |
| Queue Length 95th (ft) | 5 | 0 | 4 |
| Control Delay (s/veh) | 9.1 | 0.0 | 5.7 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.1 | 0.0 | 5.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.1 | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 79 | 2123 | 213 | 151 | 1163 | 67 | 66 | 9 | 51 | 52 | 15 | 41 |
| Future Volume (vph) | 79 | 2123 | 213 | 151 | 1163 | 67 | 66 | 9 | 51 | 52 | 15 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 750 | | 180 | 360 | | 370 | 0 | | 180 | 0 | | 140 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | 0.963 | | 0.950 | 0.972 | |
| Satd. Flow (prot) | 1719 | 4893 | 1568 | 1641 | 4673 | 1583 | 1441 | 1518 | 1179 | 1559 | 1660 | 1568 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.732 | 0.796 | | 0.728 | 0.854 | |
| Satd. Flow (perm) | 1719 | 4893 | 1568 | 1641 | 4673 | 1583 | 1110 | 1255 | 1179 | 1195 | 1459 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 159 | | | 85 | | | 85 | | | 85 |
| Link Speed (mph) | | 45 | | | 45 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1304 | | | 6231 | | | 1283 | | | 607 | |
| Travel Time (s) | | 19.8 | | | 94.4 | | | 35.0 | | | 16.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 6% | 3% | 10% | 11% | 2% | 19% | 0% | 37% | 10% | 0% | 3% |
| Adj. Flow (vph) | 86 | 2308 | 232 | 164 | 1264 | 73 | 72 | 10 | 55 | 56 | 16 | 45 |
| Shared Lane Traffic (%) | | | | | | | 44% | | | 37% | | |
| Lane Group Flow (vph) | 86 | 2308 | 232 | 164 | 1264 | 73 | 40 | 42 | 55 | 35 | 37 | 45 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Detector Template | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 2 | | | 6 | |



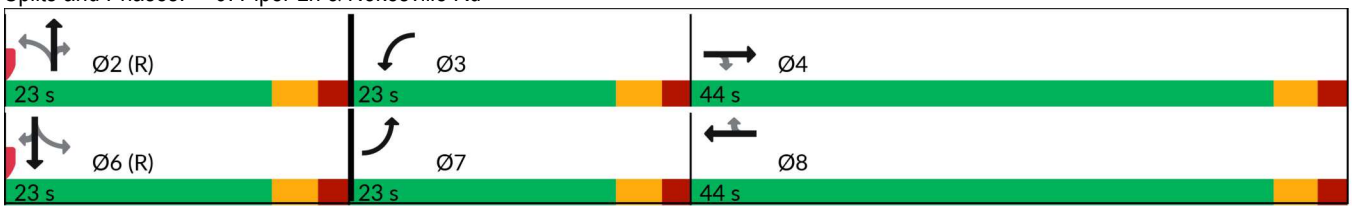
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | | | 4 | | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Total Split (s) | 23.0 | 44.0 | 44.0 | 23.0 | 44.0 | 44.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Total Split (%) | 25.6% | 48.9% | 48.9% | 25.6% | 48.9% | 48.9% | 25.6% | 25.6% | 25.6% | 25.6% | 25.6% | 25.6% |
| Maximum Green (s) | 18.0 | 39.0 | 39.0 | 18.0 | 39.0 | 39.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Don't Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 9.8 | 43.2 | 43.2 | 13.8 | 49.4 | 49.4 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Actuated g/C Ratio | 0.11 | 0.48 | 0.48 | 0.15 | 0.55 | 0.55 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| v/c Ratio | 0.46 | 0.98 | 0.28 | 0.65 | 0.49 | 0.08 | 0.18 | 0.17 | 0.18 | 0.15 | 0.13 | 0.12 |
| Control Delay (s/veh) | 44.7 | 40.0 | 6.3 | 47.6 | 14.4 | 2.6 | 32.4 | 31.9 | 4.5 | 31.6 | 31.0 | 2.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 44.7 | 40.0 | 6.3 | 47.6 | 14.4 | 2.6 | 32.4 | 31.9 | 4.5 | 31.6 | 31.0 | 2.4 |
| LOS | D | D | A | D | B | A | C | C | A | C | C | A |
| Approach Delay (s/veh) | | 37.2 | | | 17.5 | | | 21.0 | | | 20.2 | |
| Approach LOS | | D | | | B | | | C | | | C | |
| 90th %ile Green (s) | 13.7 | 39.0 | 39.0 | 18.0 | 43.3 | 43.3 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| 90th %ile Term Code | Gap | Max | Max | Max | Hold | Hold | Coord | Coord | Coord | Coord | Coord | Coord |
| 70th %ile Green (s) | 11.4 | 40.5 | 40.5 | 16.5 | 45.6 | 45.6 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| 70th %ile Term Code | Gap | Max | Max | Gap | Hold | Hold | Coord | Coord | Coord | Coord | Coord | Coord |
| 50th %ile Green (s) | 9.8 | 42.8 | 42.8 | 14.2 | 47.2 | 47.2 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| 50th %ile Term Code | Gap | Max | Max | Gap | Hold | Hold | Coord | Coord | Coord | Coord | Coord | Coord |
| 30th %ile Green (s) | 8.2 | 45.1 | 45.1 | 11.9 | 48.8 | 48.8 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| 30th %ile Term Code | Gap | Max | Max | Gap | Hold | Hold | Coord | Coord | Coord | Coord | Coord | Coord |
| 10th %ile Green (s) | 0.0 | 48.4 | 48.4 | 8.6 | 62.0 | 62.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| 10th %ile Term Code | Skip | Max | Max | Gap | Hold | Hold | Coord | Coord | Coord | Coord | Coord | Coord |
| Queue Length 50th (ft) | 47 | 458 | 22 | 88 | 162 | 0 | 20 | 21 | 0 | 17 | 17 | 0 |
| Queue Length 95th (ft) | 89 | #642 | 69 | 146 | 222 | 18 | 50 | 51 | 16 | 45 | 46 | 9 |
| Internal Link Dist (ft) | | 1224 | | | 6151 | | | 1203 | | | 527 | |
| Turn Bay Length (ft) | 750 | | 180 | 360 | | 370 | | | 180 | | | 140 |
| Base Capacity (vph) | 343 | 2346 | 834 | 328 | 2563 | 906 | 222 | 251 | 303 | 239 | 291 | 381 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.98 | 0.28 | 0.50 | 0.49 | 0.08 | 0.18 | 0.17 | 0.18 | 0.15 | 0.13 | 0.12 |

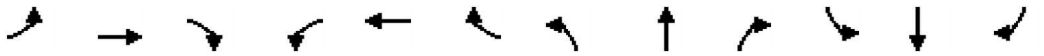
Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay (s/veh): 29.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 70.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Piper Ln & Nokesville Rd





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 79 | 2123 | 213 | 151 | 1163 | 67 | 66 | 9 | 51 | 52 | 15 | 41 |
| Future Volume (vph) | 79 | 2123 | 213 | 151 | 1163 | 67 | 66 | 9 | 51 | 52 | 15 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 0.97 | 1.00 |
| Satd. Flow (prot) | 1719 | 4893 | 1568 | 1641 | 4673 | 1583 | 1441 | 1519 | 1179 | 1559 | 1661 | 1568 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.73 | 0.80 | 1.00 | 0.73 | 0.85 | 1.00 |
| Satd. Flow (perm) | 1719 | 4893 | 1568 | 1641 | 4673 | 1583 | 1110 | 1255 | 1179 | 1195 | 1458 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.92 | 0.92 |
| Adj. Flow (vph) | 86 | 2308 | 232 | 164 | 1264 | 73 | 72 | 10 | 55 | 56 | 16 | 45 |
| RTOR Reduction (vph) | 0 | 0 | 81 | 0 | 0 | 33 | 0 | 0 | 45 | 0 | 0 | 37 |
| Lane Group Flow (vph) | 86 | 2308 | 151 | 164 | 1264 | 40 | 40 | 42 | 10 | 35 | 37 | 9 |
| Heavy Vehicles (%) | 5% | 6% | 3% | 10% | 11% | 2% | 19% | 0% | 37% | 10% | 0% | 3% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 2 | | | 6 | |
| Permitted Phases | | | 4 | | | 8 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 8.6 | 44.2 | 44.2 | 13.8 | 49.4 | 49.4 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| Effective Green, g (s) | 8.6 | 44.2 | 44.2 | 13.8 | 49.4 | 49.4 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| Actuated g/C Ratio | 0.10 | 0.49 | 0.49 | 0.15 | 0.55 | 0.55 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 164 | 2403 | 770 | 251 | 2564 | 868 | 209 | 237 | 222 | 225 | 275 | 296 |
| v/s Ratio Prot | 0.05 | c0.47 | | c0.10 | 0.27 | | | | | | | |
| v/s Ratio Perm | | | 0.10 | | | 0.03 | c0.04 | 0.03 | 0.01 | 0.03 | 0.03 | 0.01 |
| v/c Ratio | 0.52 | 0.96 | 0.20 | 0.65 | 0.49 | 0.05 | 0.19 | 0.18 | 0.05 | 0.16 | 0.13 | 0.03 |
| Uniform Delay, d1 | 38.8 | 22.1 | 12.9 | 35.8 | 12.6 | 9.4 | 30.7 | 30.6 | 29.9 | 30.5 | 30.4 | 29.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.0 | 10.7 | 0.1 | 6.0 | 0.2 | 0.0 | 2.0 | 1.6 | 0.4 | 1.5 | 1.0 | 0.2 |
| Delay (s) | 41.8 | 32.7 | 13.0 | 41.8 | 12.7 | 9.4 | 32.7 | 32.3 | 30.3 | 32.0 | 31.4 | 29.9 |
| Level of Service | D | C | B | D | B | A | C | C | C | C | C | C |
| Approach Delay (s/veh) | | 31.3 | | | 15.7 | | | 31.6 | | | 31.0 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 25.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 70.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 110 | 0 | 0 | 81 |
| Future Volume (vph) | 0 | 0 | 110 | 0 | 0 | 81 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 120 | 0 | 0 | 88 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 120 | 0 | 0 | 88 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 110 | 0 | 0 | 81 |
| Future Volume (Veh/h) | 0 | 0 | 110 | 0 | 0 | 81 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 120 | 0 | 0 | 88 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 208 | 120 | | | 120 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 208 | 120 | | | 120 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 785 | 937 | | | 1480 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 120 | 88 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1480 |
| Volume to Capacity | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 81 |
| Future Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 120 | 0 | 0 | 88 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 208 | 120 | 0 | 0 | 120 | 0 |
| Stage 1 | 120 | - | - | - | - | - |
| Stage 2 | 88 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 785 | 937 | - | - | 1480 | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 785 | 937 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 785 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1480 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 110 | 0 | 0 | 81 |
| Future Volume (vph) | 0 | 0 | 110 | 0 | 0 | 81 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 120 | 0 | 0 | 88 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 120 | 0 | 0 | 88 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 110 | 0 | 0 | 81 |
| Future Volume (Veh/h) | 0 | 0 | 110 | 0 | 0 | 81 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 120 | 0 | 0 | 88 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 208 | 120 | | | 120 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 208 | 120 | | | 120 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 785 | 937 | | | 1480 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 120 | 88 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1480 |
| Volume to Capacity | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 81 |
| Future Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 120 | 0 | 0 | 88 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 208 | 120 | 0 | 0 | 120 | 0 |
| Stage 1 | 120 | - | - | - | - | - |
| Stage 2 | 88 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 785 | 937 | - | - | 1480 | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 785 | 937 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 785 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1480 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 33 | 81 | 99 | 11 | 0 | 0 |
| Future Volume (vph) | 33 | 81 | 99 | 11 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.986 | | | |
| Flt Protected | | 0.986 | | | | |
| Satd. Flow (prot) | 0 | 1834 | 1793 | 0 | 1900 | 0 |
| Flt Permitted | | 0.986 | | | | |
| Satd. Flow (perm) | 0 | 1834 | 1793 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 0% | 0% | 0% |
| Adj. Flow (vph) | 36 | 88 | 108 | 12 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 124 | 120 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 16.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 33 | 81 | 99 | 11 | 0 | 0 |
| Future Volume (Veh/h) | 33 | 81 | 99 | 11 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36 | 88 | 108 | 12 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 120 | | | | 274 | 114 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 120 | | | | 274 | 114 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 100 | 100 |
| cM capacity (veh/h) | 1480 | | | | 702 | 944 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 124 | 120 | 0 |
| Volume Left | 36 | 0 | 0 |
| Volume Right | 0 | 12 | 0 |
| cSH | 1480 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 16.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

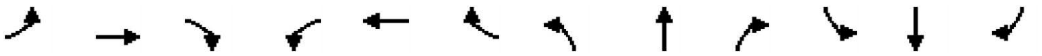
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 81 | 99 | 11 | 0 | 0 |
| Future Vol, veh/h | 33 | 81 | 99 | 11 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 36 | 88 | 108 | 12 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 120 | 0 | - | 0 | 274 | 114 |
| Stage 1 | - | - | - | - | 114 | - |
| Stage 2 | - | - | - | - | 160 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1480 | - | - | - | 720 | 944 |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 874 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1480 | - | - | - | 701 | 944 |
| Mov Cap-2 Maneuver | - | - | - | - | 701 | - |
| Stage 1 | - | - | - | - | 892 | - |
| Stage 2 | - | - | - | - | 874 | - |

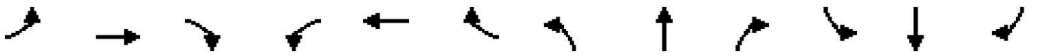
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.2 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SETSWLn1 | |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1480 | - | - |
| HCM Lane V/C Ratio | - | - | 0.024 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.5 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 22 | 20 | 3 | 1 | 76 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Future Volume (vph) | 22 | 20 | 3 | 1 | 76 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.982 | | | 0.951 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3181 | 0 | 1805 | 3313 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3181 | 0 | 1805 | 3313 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 13% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 7% |
| Adj. Flow (vph) | 24 | 22 | 3 | 1 | 83 | 40 | 0 | 0 | 3 | 15 | 0 | 63 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 25 | 0 | 1 | 123 | 0 | 0 | 3 | 0 | 0 | 15 | 63 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 20 | 3 | 1 | 76 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Future Volume (Veh/h) | 22 | 20 | 3 | 1 | 76 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 22 | 3 | 1 | 83 | 40 | 0 | 0 | 3 | 15 | 0 | 63 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 123 | | | 25 | | | 147 | 197 | 13 | 167 | 178 | 62 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 123 | | | 25 | | | 147 | 197 | 13 | 167 | 178 | 62 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 94 |
| cM capacity (veh/h) | 1433 | | | 1603 | | | 751 | 690 | 1071 | 750 | 707 | 975 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 24 | 15 | 10 | 1 | 55 | 68 | 3 | 78 |
| Volume Left | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| Volume Right | 0 | 0 | 3 | 0 | 0 | 40 | 3 | 63 |
| cSH | 1433 | 1700 | 1700 | 1603 | 1700 | 1700 | 1071 | 1207 |
| Volume to Capacity | 0.02 | 0.00* | 0.00* | 0.00* | 0.03 | 0.04 | 0.00* | 0.06 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s/veh) | 7.6 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 8.4 | 9.1 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.7 | | | 0.1 | | | 8.4 | 9.1 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 20 | 3 | 1 | 76 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Future Vol, veh/h | 22 | 20 | 3 | 1 | 76 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 13 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 7 |
| Mvmt Flow | 24 | 22 | 3 | 1 | 83 | 40 | 0 | 0 | 3 | 15 | 0 | 63 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 123 | 0 | 0 | 25 | 0 | 0 | 116 | 197 | 13 | 164 | 178 | 62 |
| Stage 1 | - | - | - | - | - | - | 72 | 72 | - | 105 | 105 | - |
| Stage 2 | - | - | - | - | - | - | 44 | 125 | - | 59 | 73 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.04 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 1433 | - | - | 1603 | - | - | 854 | 702 | 1070 | 766 | 719 | 974 |
| Stage 1 | - | - | - | - | - | - | 935 | 839 | - | 869 | 812 | - |
| Stage 2 | - | - | - | - | - | - | 970 | 796 | - | 925 | 838 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1433 | - | - | 1603 | - | - | 788 | 689 | 1070 | 754 | 706 | 974 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 788 | 689 | - | 754 | 706 | - |
| Stage 1 | - | - | - | - | - | - | 919 | 825 | - | 854 | 811 | - |
| Stage 2 | - | - | - | - | - | - | 907 | 795 | - | 907 | 824 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.7 | 0.1 | 8.4 | 9.2 |
| HCM LOS | | | A | A |

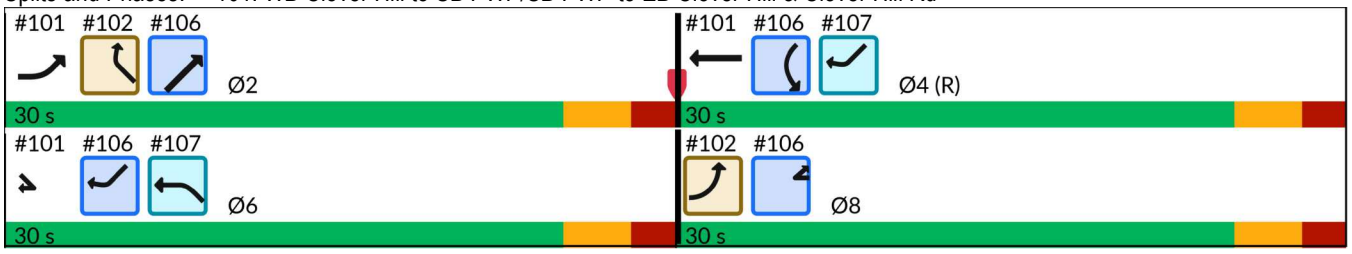
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1070 | 1433 | - | - | 1603 | - | - | 754 | 974 |
| HCM Lane V/C Ratio | 0.003 | 0.017 | - | - | 0.001 | - | - | 0.02 | 0.065 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.6 | - | - | 7.2 | - | - | 9.9 | 9 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.1 | 0.2 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 99 | 113 | 270 | 160 | |
| Future Volume (vph) | 99 | 113 | 270 | 160 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1226 | 1509 | 1827 | 1550 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1226 | 1509 | 1827 | 1550 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 127 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 55% | 7% | 4% | 6% | |
| Adj. Flow (vph) | 108 | 123 | 293 | 174 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 108 | 123 | 293 | 174 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.21 | 0.08 | 0.39 | 0.27 | |
| Control Delay (s/veh) | 12.6 | 0.1 | 13.9 | 13.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.6 | 0.1 | 13.9 | 13.0 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 13.9 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 24 | 0 | 83 | 40 | |
| Queue Length 95th (ft) | 53 | 0 | 140 | 77 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 510 | 1509 | 761 | 645 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.08 | 0.39 | 0.27 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.39 | | | |
| Intersection Signal Delay (s/veh): 11.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 32.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 99 | 113 | 270 | 160 |
| Future Volume (vph) | 99 | 113 | 270 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1226 | 1509 | 1827 | 1550 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1226 | 1509 | 1827 | 1550 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 108 | 123 | 293 | 174 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 108 | 123 | 293 | 174 |
| Heavy Vehicles (%) | 55% | 7% | 4% | 6% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 510 | 1509 | 761 | 645 |
| v/s Ratio Prot | 0.09 | | c0.16 | c0.11 |
| v/s Ratio Perm | | 0.08 | | |
| v/c Ratio | 0.21 | 0.08 | 0.39 | 0.27 |
| Uniform Delay, d1 | 11.2 | 0.0 | 12.2 | 11.5 |
| Progression Factor | 1.00 | 1.00 | 0.99 | 1.00 |
| Incremental Delay, d2 | 0.9 | 0.1 | 1.4 | 1.0 |
| Delay (s) | 12.1 | 0.1 | 13.5 | 12.5 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 13.5 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.33 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 32.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

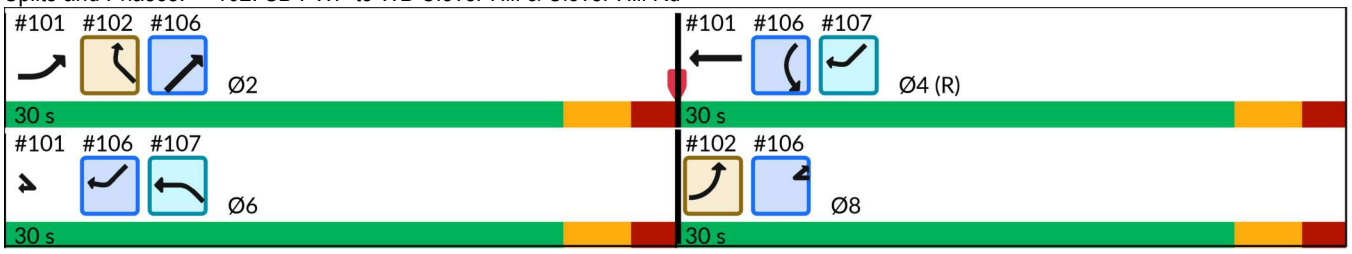
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 51 | 0 | 0 | 0 | 0 | 99 | | |
| Future Volume (vph) | 51 | 0 | 0 | 0 | 0 | 99 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1517 | 0 | 0 | 0 | 0 | 1226 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1517 | 0 | 0 | 0 | 0 | 1226 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 19% | 0% | 0% | 0% | 0% | 55% | | |
| Adj. Flow (vph) | 55 | 0 | 0 | 0 | 0 | 108 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 55 | 0 | 0 | 0 | 0 | 108 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.09 | | | | | 0.21 | | |
| Control Delay (s/veh) | 11.1 | | | | | 2.3 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 11.1 | | | | | 2.3 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 11.1 | | | | 2.3 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 12 | | | | | 2 | | |
| Queue Length 95th (ft) | 30 | | | | | 3 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 632 | | | | | 510 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.09 | | | | | 0.21 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.39 | | | |
| Intersection Signal Delay (s/veh): 5.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 15.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 51 | 0 | 0 | 0 | 0 | 99 |
| Future Volume (vph) | 51 | 0 | 0 | 0 | 0 | 99 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1517 | | | | | 1226 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1517 | | | | | 1226 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 55 | 0 | 0 | 0 | 0 | 108 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 55 | 0 | 0 | 0 | 0 | 108 |
| Heavy Vehicles (%) | 19% | 0% | 0% | 0% | 0% | 55% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 632 | | | | | 510 |
| v/s Ratio Prot | c0.04 | | | | | c0.09 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.09 | | | | | 0.21 |
| Uniform Delay, d1 | 10.6 | | | | | 11.2 |
| Progression Factor | 1.00 | | | | | 0.12 |
| Incremental Delay, d2 | 0.3 | | | | | 0.9 |
| Delay (s) | 10.9 | | | | | 2.2 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 10.9 | | 0.0 | | 2.2 | |
| Approach LOS | B | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 5.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.15 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 15.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 56 | 0 | 0 | 113 |
| Future Volume (vph) | 0 | 0 | 56 | 0 | 0 | 113 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1583 | 0 | 0 | 1536 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1583 | 0 | 0 | 1536 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 14% | 0% | 0% | 7% |
| Adj. Flow (vph) | 0 | 0 | 61 | 0 | 0 | 123 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 61 | 0 | 0 | 123 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 56 | 0 | 0 | 113 |
| Future Volume (Veh/h) | 0 | 0 | 56 | 0 | 0 | 113 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 61 | 0 | 0 | 123 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 123 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 123 | 0 | 0 | |
| tC, single (s) | | | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.6 | 3.3 | 2.2 | |
| p0 queue free % | | | 93 | 100 | 100 | |
| cM capacity (veh/h) | | | 844 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 61 | 123 |
| Volume Left | 61 | 0 |
| Volume Right | 0 | 0 |
| cSH | 844 | 1700 |
| Volume to Capacity | 0.07 | 0.07 |
| Queue Length 95th (ft) | 6 | 0 |
| Control Delay (s/veh) | 9.6 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 9.6 | 0.0 |
| Approach LOS | A | |

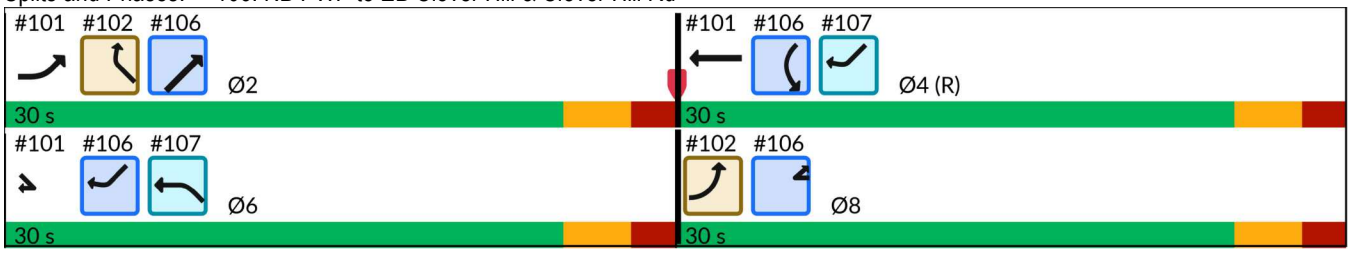
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 30.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 46 | 65 | 100 | 231 |
| Future Volume (vph) | 46 | 65 | 100 | 231 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1442 | 1652 | 1759 | 1538 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1442 | 1652 | 1759 | 1538 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 251 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 14% | 15% | 8% | 5% |
| Adj. Flow (vph) | 50 | 71 | 109 | 251 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 50 | 71 | 109 | 251 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.08 | 0.10 | 0.15 | 0.32 |
| Control Delay (s/veh) | 11.1 | 8.9 | 11.6 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.1 | 8.9 | 11.6 | 3.1 |
| LOS | B | A | B | A |
| Approach Delay (s/veh) | | 8.9 | | |
| Approach LOS | | A | | |
| Queue Length 50th (ft) | 10 | 12 | 23 | 0 |
| Queue Length 95th (ft) | 28 | 28 | 50 | 35 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 600 | 688 | 732 | 787 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.10 | 0.15 | 0.32 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.39 | | | |
| Intersection Signal Delay (s/veh): 6.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 18.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 46 | 65 | 100 | 231 |
| Future Volume (vph) | 46 | 65 | 100 | 231 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1442 | 1652 | 1759 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1442 | 1652 | 1759 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 71 | 109 | 251 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 146 |
| Lane Group Flow (vph) | 50 | 71 | 109 | 105 |
| Heavy Vehicles (%) | 14% | 15% | 8% | 5% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 600 | 688 | 732 | 640 |
| v/s Ratio Prot | 0.03 | 0.04 | c0.06 | c0.07 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.08 | 0.10 | 0.15 | 0.16 |
| Uniform Delay, d1 | 10.6 | 10.7 | 10.9 | 11.0 |
| Progression Factor | 1.00 | 0.78 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.3 | 0.4 | 0.5 |
| Delay (s) | 10.8 | 8.6 | 11.3 | 11.5 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | 8.6 | | |
| Approach LOS | | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.16 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 18.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

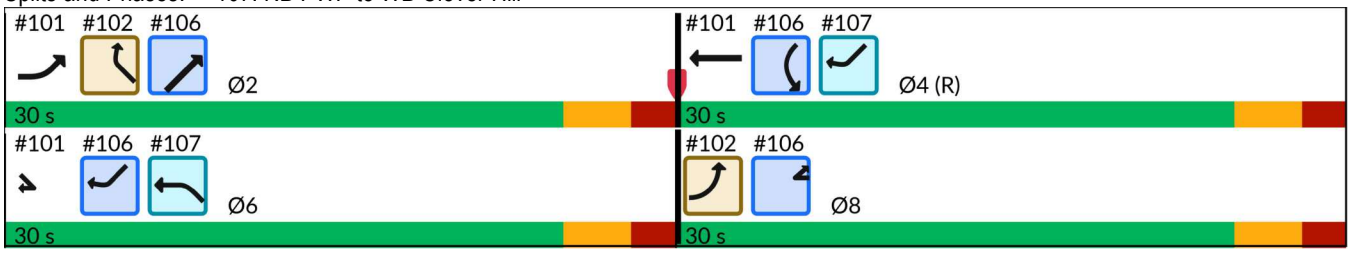
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 226 | 0 | 0 | 100 | | |
| Future Volume (vph) | 0 | 0 | 226 | 0 | 0 | 100 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1736 | 0 | 0 | 1759 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1736 | 0 | 0 | 1759 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 8% | | |
| Adj. Flow (vph) | 0 | 0 | 246 | 0 | 0 | 109 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 246 | 0 | 0 | 109 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.34 | | | 0.15 | | |
| Control Delay (s/veh) | | | 13.6 | | | 1.6 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 13.6 | | | 1.6 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 13.6 | | 1.6 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 58 | | | 2 | | |
| Queue Length 95th (ft) | | | 105 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 723 | | | 732 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.34 | | | 0.15 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.39 | | | |
| Intersection Signal Delay (s/veh): 9.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 28.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

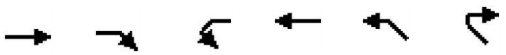
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 226 | 0 | 0 | 100 |
| Future Volume (vph) | 0 | 0 | 226 | 0 | 0 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1736 | | | 1759 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1736 | | | 1759 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 246 | 0 | 0 | 109 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 246 | 0 | 0 | 109 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 8% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 723 | | | 732 |
| v/s Ratio Prot | | | c0.14 | | | c0.06 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.34 | | | 0.15 |
| Uniform Delay, d1 | | | 11.9 | | | 10.9 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 1.3 | | | 0.4 |
| Delay (s) | | | 13.2 | | | 1.6 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 13.2 | | 1.6 | |
| Approach LOS | A | | B | | A | |

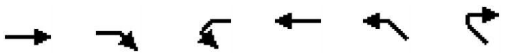
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 9.6 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.24 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 28.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 231 | 85 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 231 | 85 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1810 | 1101 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1810 | 1101 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 64% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 251 | 92 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 251 | 92 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 36.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 231 | 85 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 231 | 85 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 251 | 92 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 251 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 251 | 0 |
| tC, single (s) | | | 4.1 | | 7.0 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 4.1 | 3.3 |
| p0 queue free % | | | 100 | | 85 | 100 |
| cM capacity (veh/h) | | | 1636 | | 621 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 251 | 92 |
| Volume Left | 0 | 92 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 621 |
| Volume to Capacity | 0.15 | 0.15 |
| Queue Length 95th (ft) | 0 | 13 |
| Control Delay (s/veh) | 0.0 | 11.8 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 11.8 |
| Approach LOS | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 297 | 1 | 5 | 62 | 0 | 135 |
| Future Volume (vph) | 297 | 1 | 5 | 62 | 0 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | | |
| Satd. Flow (prot) | 0 | 1775 | 1900 | 1524 | 1900 | 1495 |
| Flt Permitted | | 0.953 | | | | |
| Satd. Flow (perm) | 0 | 1775 | 1900 | 1524 | 1900 | 1495 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 6% | 0% | 8% |
| Adj. Flow (vph) | 323 | 1 | 5 | 67 | 0 | 147 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 324 | 5 | 67 | 0 | 147 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 297 | 1 | 5 | 62 | 0 | 135 |
| Future Volume (Veh/h) | 297 | 1 | 5 | 62 | 0 | 135 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 323 | 1 | 5 | 67 | 0 | 147 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 66 | 100 | 99 | 94 | 100 | |
| cM capacity (veh/h) | 952 | 900 | 900 | 1073 | 1636 | |

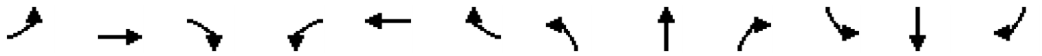
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 324 | 5 | 67 | 0 | 147 |
| Volume Left | 323 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 67 | 0 | 147 |
| cSH | 952 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.34 | 0.00* | 0.06 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 38 | 0 | 5 | 0 | 0 |
| Control Delay (s/veh) | 10.7 | 9.0 | 8.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.7 | 8.6 | | 0.0 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.5 | | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 9 | 5 | 5 | 5 | 4 | 81 | 3 | 10 | 15 | 75 | 9 | 0 |
| Future Volume (vph) | 9 | 5 | 5 | 5 | 4 | 81 | 3 | 10 | 15 | 75 | 9 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.966 | | | 0.878 | | | 0.928 | | | | |
| Flt Protected | | 0.976 | | | 0.997 | | | 0.995 | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1577 | 0 | 0 | 1691 | 0 | 0 | 1736 | 0 |
| Flt Permitted | | 0.976 | | | 0.997 | | | 0.995 | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1791 | 0 | 0 | 1577 | 0 | 0 | 1691 | 0 | 0 | 1736 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 7% | 4% | 11% | 0% |
| Adj. Flow (vph) | 10 | 5 | 5 | 5 | 4 | 88 | 3 | 11 | 16 | 82 | 10 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 20 | 0 | 0 | 97 | 0 | 0 | 30 | 0 | 0 | 92 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 9 | 5 | 5 | 5 | 4 | 81 | 3 | 10 | 15 | 75 | 9 | 0 |
| Future Volume (Veh/h) | 9 | 5 | 5 | 5 | 4 | 81 | 3 | 10 | 15 | 75 | 9 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 5 | 5 | 5 | 4 | 88 | 3 | 11 | 16 | 82 | 10 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 201 | 207 | 10 | 207 | 199 | 19 | 10 | | | 27 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 201 | 207 | 10 | 207 | 199 | 19 | 10 | | | 27 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 99 | 100 | 99 | 99 | 92 | 100 | | | 95 | | |
| cM capacity (veh/h) | 666 | 656 | 1077 | 717 | 663 | 1048 | 1623 | | | 1574 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 20 | 97 | 30 | 92 |
| Volume Left | 10 | 5 | 3 | 82 |
| Volume Right | 5 | 88 | 16 | 0 |
| cSH | 733 | 1000 | 1623 | 1574 |
| Volume to Capacity | 0.03 | 0.10 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 2 | 8 | 0 | 4 |
| Control Delay (s/veh) | 10.0 | 9.0 | 0.7 | 6.6 |
| Lane LOS | B | A | A | A |
| Approach Delay (s/veh) | 10.0 | 9.0 | 0.7 | 6.6 |
| Approach LOS | B | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.1 | | |
| Intersection Capacity Utilization | 23.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

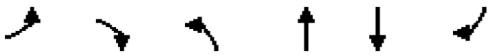
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 5 | 5 | 5 | 4 | 81 | 3 | 10 | 15 | 75 | 9 | 0 |
| Future Vol, veh/h | 9 | 5 | 5 | 5 | 4 | 81 | 3 | 10 | 15 | 75 | 9 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 7 | 4 | 11 | 0 |
| Mvmt Flow | 10 | 5 | 5 | 5 | 4 | 88 | 3 | 11 | 16 | 82 | 10 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 201 | 207 | 10 | 204 | 199 | 19 | 10 | 0 | 0 | 27 | 0 | 0 |
| Stage 1 | 174 | 174 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 27 | 33 | - | 179 | 174 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.26 | 4.1 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.354 | 2.2 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 762 | 693 | 1077 | 758 | 700 | 1048 | 1623 | - | - | 1574 | - | - |
| Stage 1 | 833 | 759 | - | 998 | 878 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 872 | - | 827 | 759 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 666 | 656 | 1077 | 719 | 662 | 1048 | 1623 | - | - | 1574 | - | - |
| Mov Cap-2 Maneuver | 666 | 656 | - | 719 | 662 | - | - | - | - | - | - | - |
| Stage 1 | 831 | 720 | - | 996 | 876 | - | - | - | - | - | - | - |
| Stage 2 | 906 | 870 | - | 774 | 720 | - | - | - | - | - | - | - |

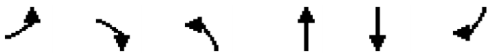
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10 | 8.4 | 0.8 | 6.6 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1623 | - | - | 737 | 1164 | 1574 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.028 | 0.084 | 0.052 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 10 | 8.4 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0.3 | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 0 | 0 | 23 | 19 | 0 |
| Future Volume (vph) | 5 | 0 | 0 | 23 | 19 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1900 | 0 | 1827 | 1810 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1900 | 0 | 1827 | 1810 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 4% | 5% | 0% |
| Adj. Flow (vph) | 5 | 0 | 0 | 25 | 21 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 5 | 0 | 0 | 25 | 21 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 5 | 0 | 0 | 23 | 19 | 0 |
| Future Volume (Veh/h) | 5 | 0 | 0 | 23 | 19 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 0 | 0 | 25 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 46 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 46 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 969 | 1062 | 1608 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 0 | 25 | 21 |
| Volume Left | 5 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 969 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

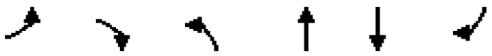
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 0 | 0 | 23 | 19 | 0 |
| Future Vol, veh/h | 5 | 0 | 0 | 23 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 5 | 0 |
| Mvmt Flow | 5 | 0 | 0 | 25 | 21 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 46 | 21 | - | 0 | - | 0 |
| Stage 1 | 21 | - | - | - | - | - |
| Stage 2 | 25 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 969 | 1062 | 0 | - | - | 0 |
| Stage 1 | 1007 | - | 0 | - | - | 0 |
| Stage 2 | 1003 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 969 | 1062 | - | - | - | - |
| Mov Cap-2 Maneuver | 969 | - | - | - | - | - |
| Stage 1 | 1007 | - | - | - | - | - |
| Stage 2 | 1003 | - | - | - | - | - |

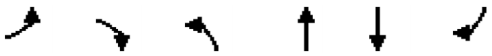
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 969 | - | - |
| HCM Lane V/C Ratio | - | 0.006 | - | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 0 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 6 | 6 | 94 | 77 | 14 |
| Future Volume (vph) | 16 | 6 | 6 | 94 | 77 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.961 | | | | | 0.850 |
| Flt Protected | 0.966 | | | 0.997 | | |
| Satd. Flow (prot) | 1764 | 0 | 0 | 1807 | 1810 | 1615 |
| Flt Permitted | 0.966 | | | 0.997 | | |
| Satd. Flow (perm) | 1764 | 0 | 0 | 1807 | 1810 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 17% | 4% | 5% | 0% |
| Adj. Flow (vph) | 17 | 7 | 7 | 102 | 84 | 15 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 24 | 0 | 0 | 109 | 84 | 15 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 19.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 6 | 6 | 94 | 77 | 14 |
| Future Volume (Veh/h) | 16 | 6 | 6 | 94 | 77 | 14 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 7 | 7 | 102 | 84 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 200 | 84 | 99 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 200 | 84 | 99 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.4 | | | |
| p0 queue free % | 98 | 99 | 100 | | | |
| cM capacity (veh/h) | 789 | 981 | 1405 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 24 | 109 | 84 | 15 |
| Volume Left | 17 | 7 | 0 | 0 |
| Volume Right | 7 | 0 | 0 | 15 |
| cSH | 837 | 1405 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.00* | 0.05 | 0.00* |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.4 | 0.5 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.4 | 0.5 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 19.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

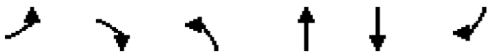
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 6 | 6 | 94 | 77 | 14 |
| Future Vol, veh/h | 16 | 6 | 6 | 94 | 77 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 17 | 4 | 5 | 0 |
| Mvmt Flow | 17 | 7 | 7 | 102 | 84 | 15 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 200 | 84 | 99 | 0 | - | 0 |
| Stage 1 | 84 | - | - | - | - | - |
| Stage 2 | 116 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.27 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.353 | - | - | - |
| Pot Cap-1 Maneuver | 793 | 981 | 1405 | - | - | - |
| Stage 1 | 944 | - | - | - | - | - |
| Stage 2 | 914 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 789 | 981 | 1405 | - | - | - |
| Mov Cap-2 Maneuver | 789 | - | - | - | - | - |
| Stage 1 | 939 | - | - | - | - | - |
| Stage 2 | 914 | - | - | - | - | - |

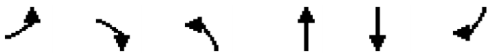
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1405 | - | 833 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.029 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 38 | 77 | 89 | 39 | 33 |
| Future Volume (vph) | 25 | 38 | 77 | 89 | 39 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.938 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1570 | 1509 | 1770 | 1845 | 1615 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1570 | 1509 | 1770 | 1845 | 1615 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 15% | 7% | 2% | 3% | 3% | 19% |
| Adj. Flow (vph) | 27 | 41 | 84 | 97 | 42 | 36 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 27 | 41 | 84 | 97 | 78 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 38 | 77 | 89 | 39 | 33 |
| Future Volume (Veh/h) | 25 | 38 | 77 | 89 | 39 | 33 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 27 | 41 | 84 | 97 | 42 | 36 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 325 | 60 | 78 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 325 | 60 | 78 | | | |
| tC, single (s) | 6.6 | 6.3 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.2 | | | |
| p0 queue free % | 96 | 96 | 94 | | | |
| cM capacity (veh/h) | 608 | 992 | 1520 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 27 | 41 | 84 | 97 | 78 |
| Volume Left | 27 | 0 | 84 | 0 | 0 |
| Volume Right | 0 | 41 | 0 | 0 | 36 |
| cSH | 608 | 992 | 1520 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.04 | 0.06 | 0.06 | 0.05 |
| Queue Length 95th (ft) | 3 | 3 | 4 | 0 | 0 |
| Control Delay (s/veh) | 11.2 | 8.8 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.7 | | 3.5 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 20.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 38 | 77 | 89 | 39 | 33 |
| Future Vol, veh/h | 25 | 38 | 77 | 89 | 39 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 7 | 2 | 3 | 3 | 19 |
| Mvmt Flow | 27 | 41 | 84 | 97 | 42 | 36 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 325 | 60 | 78 | 0 | - | 0 |
| Stage 1 | 60 | - | - | - | - | - |
| Stage 2 | 265 | - | - | - | - | - |
| Critical Hdwy | 6.55 | 6.27 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.55 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.55 | - | - | - | - | - |
| Follow-up Hdwy | 3.635 | 3.363 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 643 | 992 | 1520 | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 750 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 608 | 992 | 1520 | - | - | - |
| Mov Cap-2 Maneuver | 608 | - | - | - | - | - |
| Stage 1 | 879 | - | - | - | - | - |
| Stage 2 | 750 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.8 | 3.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1520 | - | 608 | 992 | - | - |
| HCM Lane V/C Ratio | 0.055 | - | 0.045 | 0.042 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11.2 | 8.8 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.1 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 36 | 84 | 36 | 10 | 33 | 36 |
| Future Volume (vph) | 36 | 84 | 36 | 10 | 33 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.905 | | 0.970 | | | |
| Flt Protected | 0.985 | | | | | 0.977 |
| Satd. Flow (prot) | 1636 | 0 | 1843 | 0 | 0 | 1755 |
| Flt Permitted | 0.985 | | | | | 0.977 |
| Satd. Flow (perm) | 1636 | 0 | 1843 | 0 | 0 | 1755 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 0% | 0% | 12% | 0% |
| Adj. Flow (vph) | 39 | 91 | 39 | 11 | 36 | 39 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 130 | 0 | 50 | 0 | 0 | 75 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 24.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 36 | 84 | 36 | 10 | 33 | 36 |
| Future Volume (Veh/h) | 36 | 84 | 36 | 10 | 33 | 36 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 39 | 91 | 39 | 11 | 36 | 39 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 156 | 45 | | | 50 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 156 | 45 | | | 50 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 95 | 91 | | | 98 | |
| cM capacity (veh/h) | 820 | 1017 | | | 1495 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 130 | 50 | 75 |
| Volume Left | 39 | 0 | 36 |
| Volume Right | 91 | 11 | 0 |
| cSH | 949 | 1700 | 1495 |
| Volume to Capacity | 0.14 | 0.03 | 0.02 |
| Queue Length 95th (ft) | 12 | 0 | 2 |
| Control Delay (s/veh) | 9.4 | 0.0 | 3.7 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.4 | 0.0 | 3.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 24.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 84 | 36 | 10 | 33 | 36 |
| Future Vol, veh/h | 36 | 84 | 36 | 10 | 33 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 12 | 0 |
| Mvmt Flow | 39 | 91 | 39 | 11 | 36 | 39 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 156 | 45 | 0 | 0 | 50 | 0 |
| Stage 1 | 45 | - | - | - | - | - |
| Stage 2 | 111 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.25 | - | - | 4.22 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.345 | - | - | 2.308 | - |
| Pot Cap-1 Maneuver | 840 | 1016 | - | - | 1495 | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 919 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 819 | 1016 | - | - | 1495 | - |
| Mov Cap-2 Maneuver | 819 | - | - | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 896 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 0 | 3.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 948 | 1495 | - |
| HCM Lane V/C Ratio | - | - | 0.138 | 0.024 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.4 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.5 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 110 | 0 | 0 | 91 |
| Future Volume (vph) | 0 | 0 | 110 | 0 | 0 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 120 | 0 | 0 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 120 | 0 | 0 | 99 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 110 | 0 | 0 | 91 |
| Future Volume (Veh/h) | 0 | 0 | 110 | 0 | 0 | 91 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 120 | 0 | 0 | 99 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 219 | 120 | | | 120 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 219 | 120 | | | 120 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 774 | 937 | | | 1480 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 120 | 99 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1480 |
| Volume to Capacity | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 91 |
| Future Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 91 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 120 | 0 | 0 | 99 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 219 | 120 | 0 | 0 | 120 | 0 |
| Stage 1 | 120 | - | - | - | - | - |
| Stage 2 | 99 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 774 | 937 | - | - | 1480 | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 930 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 774 | 937 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 774 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 930 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1480 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 110 | 0 | 0 | 91 |
| Future Volume (vph) | 0 | 0 | 110 | 0 | 0 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 120 | 0 | 0 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 120 | 0 | 0 | 99 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 110 | 0 | 0 | 91 |
| Future Volume (Veh/h) | 0 | 0 | 110 | 0 | 0 | 91 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 120 | 0 | 0 | 99 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 219 | 120 | | | 120 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 219 | 120 | | | 120 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 774 | 937 | | | 1480 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 120 | 99 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1480 |
| Volume to Capacity | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 91 |
| Future Vol, veh/h | 0 | 0 | 110 | 0 | 0 | 91 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 120 | 0 | 0 | 99 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 219 | 120 | 0 | 0 | 120 | 0 |
| Stage 1 | 120 | - | - | - | - | - |
| Stage 2 | 99 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 774 | 937 | - | - | 1480 | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 930 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 774 | 937 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 774 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 930 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1480 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 77 | 110 | 0 | 14 | 56 |
| Future Volume (vph) | 0 | 77 | 110 | 0 | 14 | 56 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1810 | 1845 | 0 | 1678 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1810 | 1845 | 0 | 1678 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 84 | 120 | 0 | 15 | 61 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 84 | 120 | 0 | 76 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 16.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 77 | 110 | 0 | 14 | 56 |
| Future Volume (Veh/h) | 0 | 77 | 110 | 0 | 14 | 56 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 84 | 120 | 0 | 15 | 61 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 120 | | | | 204 | 120 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 120 | | | | 204 | 120 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 93 |
| cM capacity (veh/h) | 1480 | | | | 789 | 937 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 84 | 120 | 76 |
| Volume Left | 0 | 0 | 15 |
| Volume Right | 0 | 0 | 61 |
| cSH | 1480 | 1700 | 903 |
| Volume to Capacity | 0.00 | 0.07 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 7 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.4 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.5 | |
| Intersection Capacity Utilization | | 16.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

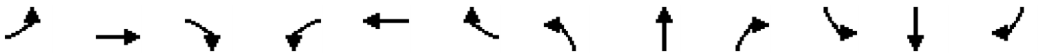
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 77 | 110 | 0 | 14 | 56 |
| Future Vol, veh/h | 0 | 77 | 110 | 0 | 14 | 56 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 84 | 120 | 0 | 15 | 61 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 120 | 0 | - | 0 | 204 | 120 |
| Stage 1 | - | - | - | - | 120 | - |
| Stage 2 | - | - | - | - | 84 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1480 | - | - | - | 789 | 937 |
| Stage 1 | - | - | - | - | 910 | - |
| Stage 2 | - | - | - | - | 944 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1480 | - | - | - | 789 | 937 |
| Mov Cap-2 Maneuver | - | - | - | - | 789 | - |
| Stage 1 | - | - | - | - | 910 | - |
| Stage 2 | - | - | - | - | 944 | - |

| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1480 | - | 903 |
| HCM Lane V/C Ratio | - | - | - | - | 0.084 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.4 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.3 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 65 | 1 | 14 | 20 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Future Volume (vph) | 75 | 65 | 1 | 14 | 20 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.899 | | | 0.915 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.992 | | | 0.957 | |
| Satd. Flow (prot) | 1805 | 3339 | 0 | 1530 | 3113 | 0 | 0 | 1603 | 0 | 0 | 1724 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.992 | | | 0.957 | |
| Satd. Flow (perm) | 1805 | 3339 | 0 | 1530 | 3113 | 0 | 0 | 1603 | 0 | 0 | 1724 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 18% | 13% | 0% | 0% | 0% | 12% | 6% | 0% | 6% |
| Adj. Flow (vph) | 82 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 12 | 50 | 5 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 82 | 72 | 0 | 15 | 67 | 0 | 0 | 19 | 0 | 0 | 55 | 46 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 75 | 65 | 1 | 14 | 20 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Future Volume (Veh/h) | 75 | 65 | 1 | 14 | 20 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 82 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 12 | 50 | 5 | 46 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 67 | | | 72 | | | 302 | 333 | 36 | 288 | 311 | 34 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 67 | | | 72 | | | 302 | 333 | 36 | 288 | 311 | 34 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 95 | | | 99 | | | 99 | 99 | 99 | 92 | 99 | 95 |
| cM capacity (veh/h) | 1547 | | | 1417 | | | 571 | 553 | 997 | 591 | 569 | 1019 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 82 | 47 | 25 | 15 | 15 | 52 | 19 | 101 |
| Volume Left | 82 | 0 | 0 | 15 | 0 | 0 | 3 | 50 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 45 | 12 | 46 |
| cSH | 1547 | 1700 | 1700 | 1417 | 1700 | 1700 | 775 | 1081 |
| Volume to Capacity | 0.05 | 0.03 | 0.01 | 0.01 | 0.00* | 0.03 | 0.02 | 0.09 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 8 |
| Control Delay (s/veh) | 7.5 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 9.8 | 10.4 |
| Lane LOS | A | | | A | | | A | B |
| Approach Delay (s/veh) | 4.0 | | | 1.4 | | | 9.8 | 10.4 |
| Approach LOS | | | | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.5 | | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 75 | 65 | 1 | 14 | 20 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Future Vol, veh/h | 75 | 65 | 1 | 14 | 20 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 8 | 0 | 18 | 13 | 0 | 0 | 0 | 12 | 6 | 0 | 6 |
| Mvmt Flow | 82 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 12 | 50 | 5 | 46 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 67 | 0 | 0 | 72 | 0 | 0 | 280 | 333 | 36 | 277 | 311 | 34 |
| Stage 1 | - | - | - | - | - | - | 236 | 236 | - | 75 | 75 | - |
| Stage 2 | - | - | - | - | - | - | 44 | 97 | - | 202 | 236 | - |
| Critical Hdwy | 4.1 | - | - | 4.46 | - | - | 7.5 | 6.5 | 7.14 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.38 | - | - | 3.5 | 4 | 3.42 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1547 | - | - | 1417 | - | - | 656 | 590 | 997 | 643 | 607 | 1019 |
| Stage 1 | - | - | - | - | - | - | 752 | 713 | - | 914 | 836 | - |
| Stage 2 | - | - | - | - | - | - | 970 | 819 | - | 769 | 713 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1547 | - | - | 1417 | - | - | 592 | 553 | 997 | 601 | 569 | 1019 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 592 | 553 | - | 601 | 569 | - |
| Stage 1 | - | - | - | - | - | - | 712 | 675 | - | 866 | 827 | - |
| Stage 2 | - | - | - | - | - | - | 911 | 810 | - | 715 | 675 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 4 | 1.4 | 9.8 | 10.3 |
| HCM LOS | | | A | B |

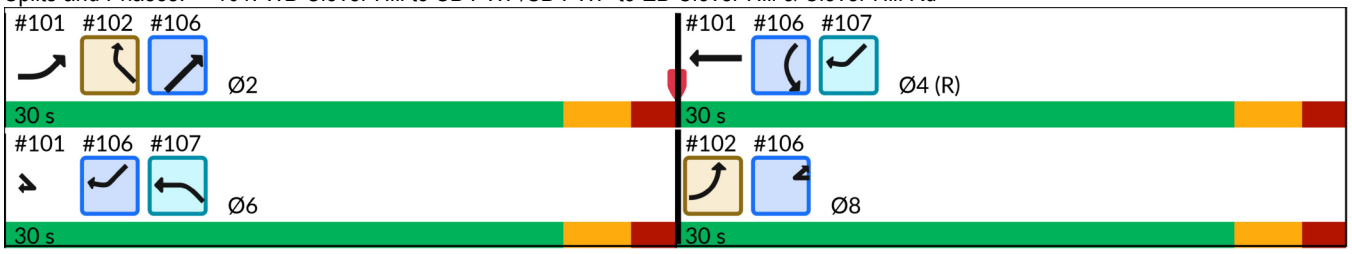
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 771 | 1547 | - | - | 1417 | - | - | 598 | 1019 |
| HCM Lane V/C Ratio | 0.025 | 0.053 | - | - | 0.011 | - | - | 0.093 | 0.045 |
| HCM Ctrl Dly (s/v) | 9.8 | 7.5 | - | - | 7.6 | - | - | 11.6 | 8.7 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.2 | - | - | 0 | - | - | 0.3 | 0.1 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 149 | 211 | 94 | 41 | |
| Future Volume (vph) | 149 | 211 | 94 | 41 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1810 | 1583 | 1845 | 1325 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1810 | 1583 | 1845 | 1325 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 229 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 5% | 2% | 3% | 24% | |
| Adj. Flow (vph) | 162 | 229 | 102 | 45 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 162 | 229 | 102 | 45 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.21 | 0.14 | 0.13 | 0.08 | |
| Control Delay (s/veh) | 12.2 | 0.2 | 10.1 | 11.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.2 | 0.2 | 10.1 | 11.2 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 10.1 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 36 | 0 | 22 | 9 | |
| Queue Length 95th (ft) | 70 | 0 | 45 | 26 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 754 | 1583 | 768 | 552 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.14 | 0.13 | 0.08 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.32 | | | |
| Intersection Signal Delay (s/veh): 6.6 | | Intersection LOS: A | |
| Intersection Capacity Utilization 18.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 149 | 211 | 94 | 41 |
| Future Volume (vph) | 149 | 211 | 94 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1810 | 1583 | 1845 | 1325 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1810 | 1583 | 1845 | 1325 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 162 | 229 | 102 | 45 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 162 | 229 | 102 | 45 |
| Heavy Vehicles (%) | 5% | 2% | 3% | 24% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 754 | 1583 | 768 | 552 |
| v/s Ratio Prot | c0.09 | | 0.06 | 0.03 |
| v/s Ratio Perm | | c0.14 | | |
| v/c Ratio | 0.21 | 0.14 | 0.13 | 0.08 |
| Uniform Delay, d1 | 11.2 | 0.0 | 10.8 | 10.6 |
| Progression Factor | 1.00 | 1.00 | 0.88 | 1.00 |
| Incremental Delay, d2 | 0.7 | 0.2 | 0.4 | 0.3 |
| Delay (s) | 11.9 | 0.2 | 9.9 | 10.9 |
| Level of Service | B | A | A | B |
| Approach Delay (s/veh) | | | 9.9 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.4 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.19 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

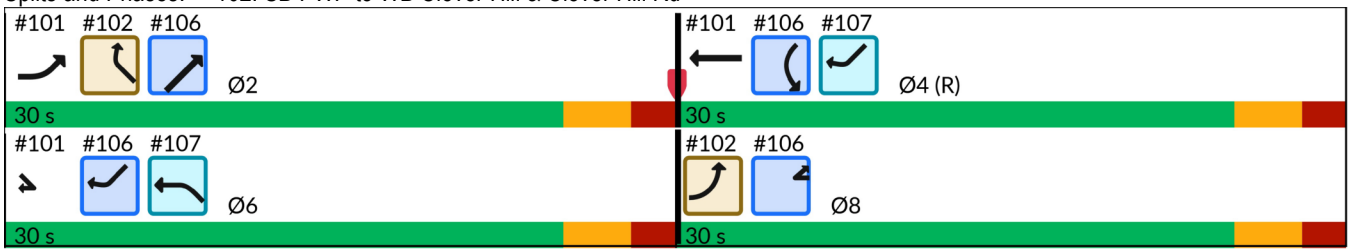
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 197 | 0 | 0 | 0 | 0 | 149 | | |
| Future Volume (vph) | 197 | 0 | 0 | 0 | 0 | 149 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1787 | 0 | 0 | 0 | 0 | 1810 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 0 | 0 | 0 | 1810 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 5% | | |
| Adj. Flow (vph) | 207 | 0 | 0 | 0 | 0 | 162 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 207 | 0 | 0 | 0 | 0 | 162 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.28 | | | | | 0.21 | | |
| Control Delay (s/veh) | 12.9 | | | | | 2.0 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.9 | | | | | 2.0 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 12.9 | | | | 2.0 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 47 | | | | | 3 | | |
| Queue Length 95th (ft) | 88 | | | | | 5 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 744 | | | | | 754 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.28 | | | | | 0.21 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.32 | | | |
| Intersection Signal Delay (s/veh): 8.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 16.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

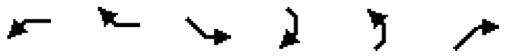
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 197 | 0 | 0 | 0 | 0 | 149 |
| Future Volume (vph) | 197 | 0 | 0 | 0 | 0 | 149 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1787 | | | | | 1810 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1787 | | | | | 1810 |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 207 | 0 | 0 | 0 | 0 | 162 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 207 | 0 | 0 | 0 | 0 | 162 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 5% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 744 | | | | | 754 |
| v/s Ratio Prot | c0.12 | | | | | c0.09 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.28 | | | | | 0.21 |
| Uniform Delay, d1 | 11.5 | | | | | 11.2 |
| Progression Factor | 1.00 | | | | | 0.12 |
| Incremental Delay, d2 | 0.9 | | | | | 0.6 |
| Delay (s) | 12.5 | | | | | 1.9 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.5 | | 0.0 | | 1.9 | |
| Approach LOS | B | | A | | A | |

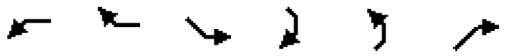
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 7.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.25 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 16.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 62 | 0 | 0 | 211 |
| Future Volume (vph) | 0 | 0 | 62 | 0 | 0 | 211 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1752 | 0 | 0 | 1611 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1752 | 0 | 0 | 1611 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 2% |
| Adj. Flow (vph) | 0 | 0 | 67 | 0 | 0 | 229 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 67 | 0 | 0 | 229 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 62 | 0 | 0 | 211 |
| Future Volume (Veh/h) | 0 | 0 | 62 | 0 | 0 | 211 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 67 | 0 | 0 | 229 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 229 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 229 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 91 | 100 | 100 | |
| cM capacity (veh/h) | | | 757 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 67 | 229 |
| Volume Left | 67 | 0 |
| Volume Right | 0 | 0 |
| cSH | 757 | 1700 |
| Volume to Capacity | 0.09 | 0.13 |
| Queue Length 95th (ft) | 7 | 0 |
| Control Delay (s/veh) | 10.2 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s/veh) | 10.2 | 0.0 |
| Approach LOS | B | |

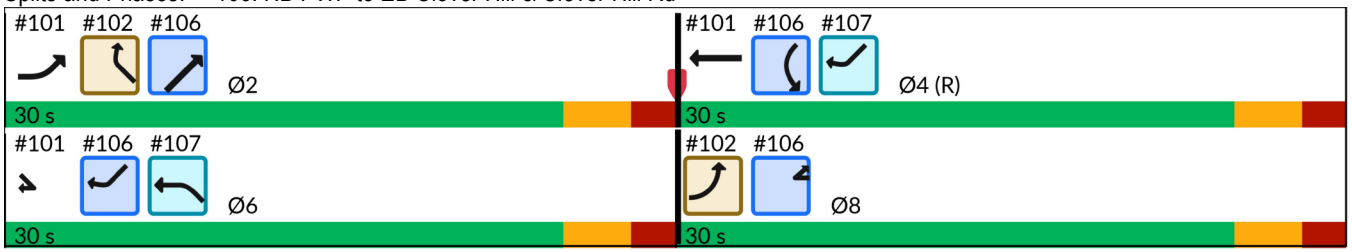
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 25.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 63 | 231 | 79 | 146 |
| Future Volume (vph) | 63 | 231 | 79 | 146 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1336 | 1881 | 1827 | 1568 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1336 | 1881 | 1827 | 1568 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 159 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 23% | 1% | 4% | 3% |
| Adj. Flow (vph) | 68 | 251 | 86 | 159 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 68 | 251 | 86 | 159 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.12 | 0.32 | 0.11 | 0.21 |
| Control Delay (s/veh) | 11.6 | 11.8 | 11.3 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.6 | 11.8 | 11.3 | 3.1 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 11.8 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 14 | 60 | 18 | 0 |
| Queue Length 95th (ft) | 36 | 103 | 41 | 28 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 556 | 783 | 761 | 746 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.32 | 0.11 | 0.21 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.32 | | | |
| Intersection Signal Delay (s/veh): 9.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 24.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 63 | 231 | 79 | 146 |
| Future Volume (vph) | 63 | 231 | 79 | 146 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1336 | 1881 | 1827 | 1568 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1336 | 1881 | 1827 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 68 | 251 | 86 | 159 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 93 |
| Lane Group Flow (vph) | 68 | 251 | 86 | 66 |
| Heavy Vehicles (%) | 23% | 1% | 4% | 3% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 556 | 783 | 761 | 653 |
| v/s Ratio Prot | c0.05 | c0.13 | 0.05 | 0.04 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.12 | 0.32 | 0.11 | 0.10 |
| Uniform Delay, d1 | 10.8 | 11.8 | 10.7 | 10.7 |
| Progression Factor | 1.00 | 0.88 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 1.1 | 0.3 | 0.3 |
| Delay (s) | 11.2 | 11.4 | 11.0 | 11.0 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 11.4 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.22 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 24.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

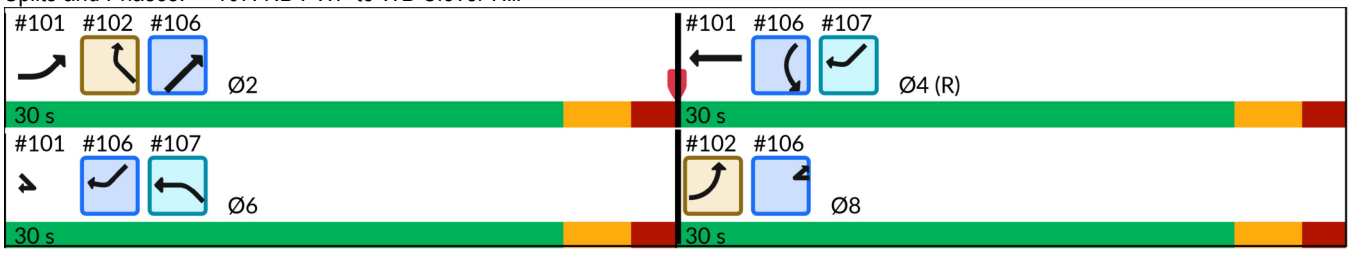
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 77 | 0 | 0 | 79 | | |
| Future Volume (vph) | 0 | 0 | 77 | 0 | 0 | 79 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1770 | 0 | 0 | 1827 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1770 | 0 | 0 | 1827 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 2% | 0% | 0% | 4% | | |
| Adj. Flow (vph) | 0 | 0 | 84 | 0 | 0 | 86 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 84 | 0 | 0 | 86 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.11 | | | 0.11 | | |
| Control Delay (s/veh) | | | 11.3 | | | 1.5 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 11.3 | | | 1.5 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 11.3 | | 1.5 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 18 | | | 1 | | |
| Queue Length 95th (ft) | | | 41 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 737 | | | 761 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.11 | | | 0.11 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.32 | | | |
| Intersection Signal Delay (s/veh): 6.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 20.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

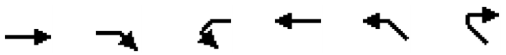
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 77 | 0 | 0 | 79 |
| Future Volume (vph) | 0 | 0 | 77 | 0 | 0 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1770 | | | 1827 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1770 | | | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 84 | 0 | 0 | 86 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 84 | 0 | 0 | 86 |
| Heavy Vehicles (%) | 0% | 0% | 2% | 0% | 0% | 4% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 737 | | | 761 |
| v/s Ratio Prot | | | c0.05 | | | c0.05 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.11 | | | 0.11 |
| Uniform Delay, d1 | | | 10.7 | | | 10.7 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 0.3 | | | 0.3 |
| Delay (s) | | | 11.0 | | | 1.4 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 11.0 | | 1.4 | |
| Approach LOS | A | | B | | A | |

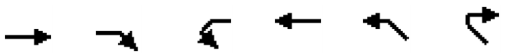
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.2 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.11 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 146 | 115 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 146 | 115 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1845 | 1687 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1845 | 1687 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 7% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 159 | 125 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 159 | 125 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 31.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 146 | 115 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 146 | 115 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 159 | 125 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 159 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 159 | 0 |
| tC, single (s) | | | 4.1 | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.3 |
| p0 queue free % | | | 100 | | 85 | 100 |
| cM capacity (veh/h) | | | 1636 | | 821 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 159 | 125 |
| Volume Left | 0 | 125 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 821 |
| Volume to Capacity | 0.09 | 0.15 |
| Queue Length 95th (ft) | 0 | 13 |
| Control Delay (s/veh) | 0.0 | 10.2 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 10.2 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.5 | | | |
| Intersection Capacity Utilization | 31.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 1 | 1 | 1 | 3 | 55 |
| Future Volume (vph) | 48 | 1 | 1 | 1 | 3 | 55 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1811 | 1900 | 1615 | 1805 | 1615 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1811 | 1900 | 1615 | 1805 | 1615 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 52 | 1 | 1 | 1 | 3 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 53 | 1 | 1 | 3 | 60 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 1 | 1 | 1 | 3 | 55 |
| Future Volume (Veh/h) | 48 | 1 | 1 | 1 | 3 | 55 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 52 | 1 | 1 | 1 | 3 | 60 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 7 | 6 | 6 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 7 | 6 | 6 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 95 | 100 | 100 | 100 | 100 | |
| cM capacity (veh/h) | 1015 | 892 | 892 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 53 | 1 | 1 | 3 | 60 |
| Volume Left | 52 | 0 | 0 | 3 | 0 |
| Volume Right | 0 | 0 | 1 | 0 | 60 |
| cSH | 1013 | 892 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.05 | 0.00* | 0.00* | 0.00* | 0.04 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.8 | 9.0 | 8.3 | 7.2 | 0.0 |
| Lane LOS | A | A | A | A | |
| Approach Delay (s/veh) | 8.8 | 8.7 | | 0.3 | |
| Approach LOS | A | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 19.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 3 | 1 | 13 | 4 | 36 | 1 | 6 | 10 | 27 | 5 | 1 |
| Future Volume (vph) | 5 | 3 | 1 | 13 | 4 | 36 | 1 | 6 | 10 | 27 | 5 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.908 | | | 0.922 | | | 0.996 | |
| Flt Protected | | 0.973 | | | 0.988 | | | 0.997 | | | 0.960 | |
| Satd. Flow (prot) | 0 | 1821 | 0 | 0 | 1704 | 0 | 0 | 1747 | 0 | 0 | 1817 | 0 |
| Flt Permitted | | 0.973 | | | 0.988 | | | 0.997 | | | 0.960 | |
| Satd. Flow (perm) | 0 | 1821 | 0 | 0 | 1704 | 0 | 0 | 1747 | 0 | 0 | 1817 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 5 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 5 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 9 | 0 | 0 | 57 | 0 | 0 | 19 | 0 | 0 | 35 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 3 | 1 | 13 | 4 | 36 | 1 | 6 | 10 | 27 | 5 | 1 |
| Future Volume (Veh/h) | 5 | 3 | 1 | 13 | 4 | 36 | 1 | 6 | 10 | 27 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 5 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 80 | 84 | 6 | 81 | 79 | 13 | 6 | | | 18 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 80 | 84 | 6 | 81 | 79 | 13 | 6 | | | 18 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 98 | 100 | 96 | 100 | | | 98 | | |
| cM capacity (veh/h) | 864 | 795 | 1083 | 896 | 800 | 1074 | 1628 | | | 1612 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 57 | 19 | 35 |
| Volume Left | 5 | 14 | 1 | 29 |
| Volume Right | 1 | 39 | 11 | 1 |
| cSH | 859 | 1001 | 1628 | 1612 |
| Volume to Capacity | 0.01 | 0.06 | 0.00* | 0.02 |
| Queue Length 95th (ft) | 1 | 5 | 0 | 1 |
| Control Delay (s/veh) | 9.2 | 8.8 | 0.4 | 6.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.2 | 8.8 | 0.4 | 6.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.7 | | | |
| Intersection Capacity Utilization | 18.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

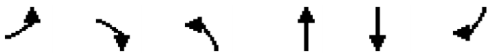
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 3 | 1 | 13 | 4 | 36 | 1 | 6 | 10 | 27 | 5 | 1 |
| Future Vol, veh/h | 5 | 3 | 1 | 13 | 4 | 36 | 1 | 6 | 10 | 27 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 5 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 81 | 84 | 6 | 81 | 79 | 13 | 6 | 0 | 0 | 18 | 0 | 0 |
| Stage 1 | 64 | 64 | - | 15 | 15 | - | - | - | - | - | - | - |
| Stage 2 | 17 | 20 | - | 66 | 64 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 912 | 810 | 1083 | 912 | 815 | 1073 | 1628 | - | - | 1612 | - | - |
| Stage 1 | 952 | 846 | - | 1010 | 887 | - | - | - | - | - | - | - |
| Stage 2 | 1008 | 883 | - | 950 | 846 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 863 | 795 | 1083 | 895 | 800 | 1073 | 1628 | - | - | 1612 | - | - |
| Mov Cap-2 Maneuver | 863 | 795 | - | 895 | 800 | - | - | - | - | - | - | - |
| Stage 1 | 951 | 831 | - | 1009 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 966 | 882 | - | 928 | 831 | - | - | - | - | - | - | - |

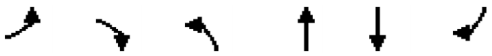
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.2 | 7.4 | 0.4 | 6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1628 | - | - | 858 | 1580 | 1612 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.011 | 0.036 | 0.018 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.2 | 7.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.1 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 1 | 0 | 11 | 19 | 0 |
| Future Volume (vph) | 6 | 1 | 0 | 11 | 19 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1900 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1900 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 7 | 1 | 0 | 12 | 21 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 7 | 1 | 0 | 12 | 21 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 1 | 0 | 11 | 19 | 0 |
| Future Volume (Veh/h) | 6 | 1 | 0 | 11 | 19 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 1 | 0 | 12 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 33 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 33 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 986 | 1062 | 1608 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 1 | 12 | 21 |
| Volume Left | 7 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 986 | 1062 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.6 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

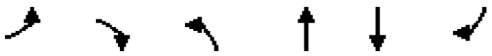
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1 | 0 | 11 | 19 | 0 |
| Future Vol, veh/h | 6 | 1 | 0 | 11 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 1 | 0 | 12 | 21 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 33 | 21 | - | 0 | - | 0 |
| Stage 1 | 21 | - | - | - | - | - |
| Stage 2 | 12 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 986 | 1062 | 0 | - | - | 0 |
| Stage 1 | 1007 | - | 0 | - | - | 0 |
| Stage 2 | 1016 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 986 | 1062 | - | - | - | - |
| Mov Cap-2 Maneuver | 986 | - | - | - | - | - |
| Stage 1 | 1007 | - | - | - | - | - |
| Stage 2 | 1016 | - | - | - | - | - |

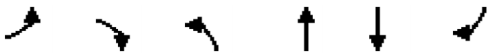
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 986 | 1062 | - |
| HCM Lane V/C Ratio | - | 0.007 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 1 | 9 | 38 | 32 | 15 |
| Future Volume (vph) | 9 | 1 | 9 | 38 | 32 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.988 | | | | | 0.850 |
| Flt Protected | 0.957 | | | 0.990 | | |
| Satd. Flow (prot) | 1796 | 0 | 0 | 1881 | 1900 | 1615 |
| Flt Permitted | 0.957 | | | 0.990 | | |
| Satd. Flow (perm) | 1796 | 0 | 0 | 1881 | 1900 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 10 | 1 | 10 | 41 | 35 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 0 | 0 | 51 | 35 | 16 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 19.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 1 | 9 | 38 | 32 | 15 |
| Future Volume (Veh/h) | 9 | 1 | 9 | 38 | 32 | 15 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 1 | 10 | 41 | 35 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 96 | 35 | 51 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 96 | 35 | 51 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 99 | | | |
| cM capacity (veh/h) | 902 | 1044 | 1568 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 11 | 51 | 35 | 16 |
| Volume Left | 10 | 10 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 16 |
| cSH | 914 | 1568 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00* | 0.02 | 0.00* |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.0 | 1.5 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.0 | 1.5 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 19.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

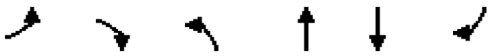
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 1 | 9 | 38 | 32 | 15 |
| Future Vol, veh/h | 9 | 1 | 9 | 38 | 32 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 1 | 10 | 41 | 35 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 96 | 35 | 51 | 0 | - | 0 |
| Stage 1 | 35 | - | - | - | - | - |
| Stage 2 | 61 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 908 | 1044 | 1568 | - | - | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 967 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 902 | 1044 | 1568 | - | - | - |
| Mov Cap-2 Maneuver | 902 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 967 | - | - | - | - | - |

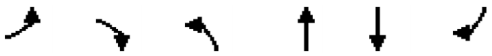
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 1.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1568 | - | 914 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.012 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 19 | 28 | 23 | 27 | 9 |
| Future Volume (vph) | 10 | 19 | 28 | 23 | 27 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.965 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1597 | 1615 | 1805 | 1900 | 1834 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1597 | 1615 | 1805 | 1900 | 1834 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 13% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 11 | 21 | 30 | 25 | 29 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 21 | 30 | 25 | 39 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 19 | 28 | 23 | 27 | 9 |
| Future Volume (Veh/h) | 10 | 19 | 28 | 23 | 27 | 9 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 21 | 30 | 25 | 29 | 10 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 119 | 34 | 39 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 119 | 34 | 39 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 98 | 98 | | | |
| cM capacity (veh/h) | 835 | 1045 | 1584 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 11 | 21 | 30 | 25 | 39 |
| Volume Left | 11 | 0 | 30 | 0 | 0 |
| Volume Right | 0 | 21 | 0 | 0 | 10 |
| cSH | 835 | 1045 | 1584 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.02 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 1 | 2 | 1 | 0 | 0 |
| Control Delay (s/veh) | 9.4 | 8.5 | 7.3 | 0.0 | 0.0 |
| Lane LOS | A | A | A | | |
| Approach Delay (s/veh) | 8.8 | | 4.0 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 18.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 19 | 28 | 23 | 27 | 9 |
| Future Vol, veh/h | 10 | 19 | 28 | 23 | 27 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 21 | 30 | 25 | 29 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 34 | 39 | 0 | - | 0 |
| Stage 1 | 34 | - | - | - | - | - |
| Stage 2 | 85 | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.53 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 851 | 1045 | 1584 | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 835 | 1045 | 1584 | - | - | - |
| Mov Cap-2 Maneuver | 835 | - | - | - | - | - |
| Stage 1 | 943 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1584 | - | 835 | 1045 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.013 | 0.02 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | - | 9.4 | 8.5 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 33 | 5 | 5 | 23 | 5 |
| Future Volume (vph) | 3 | 33 | 5 | 5 | 23 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.875 | | 0.932 | | | |
| Flt Protected | 0.996 | | | | | 0.960 |
| Satd. Flow (prot) | 1656 | 0 | 1771 | 0 | 0 | 1737 |
| Flt Permitted | 0.996 | | | | | 0.960 |
| Satd. Flow (perm) | 1656 | 0 | 1771 | 0 | 0 | 1737 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 6% | 0% |
| Adj. Flow (vph) | 3 | 36 | 5 | 5 | 25 | 5 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 10 | 0 | 0 | 30 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 3 | 33 | 5 | 5 | 23 | 5 |
| Future Volume (Veh/h) | 3 | 33 | 5 | 5 | 23 | 5 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 36 | 5 | 5 | 25 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 63 | 8 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 63 | 8 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 100 | 97 | | | 98 | |
| cM capacity (veh/h) | 934 | 1081 | | | 1584 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 39 | 10 | 30 |
| Volume Left | 3 | 0 | 25 |
| Volume Right | 36 | 5 | 0 |
| cSH | 1068 | 1700 | 1584 |
| Volume to Capacity | 0.04 | 0.00* | 0.02 |
| Queue Length 95th (ft) | 3 | 0 | 1 |
| Control Delay (s/veh) | 8.5 | 0.0 | 6.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.5 | 0.0 | 6.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.5 | | |
| Intersection Capacity Utilization | 18.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 33 | 5 | 5 | 23 | 5 |
| Future Vol, veh/h | 3 | 33 | 5 | 5 | 23 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 3 | 36 | 5 | 5 | 25 | 5 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 63 | 8 | 0 | 0 | 10 | 0 |
| Stage 1 | 8 | - | - | - | - | - |
| Stage 2 | 55 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.254 | - |
| Pot Cap-1 Maneuver | 948 | 1080 | - | - | 1584 | - |
| Stage 1 | 1020 | - | - | - | - | - |
| Stage 2 | 973 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 933 | 1080 | - | - | 1584 | - |
| Mov Cap-2 Maneuver | 933 | - | - | - | - | - |
| Stage 1 | 1020 | - | - | - | - | - |
| Stage 2 | 957 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.5 | 0 | 6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1066 | 1584 | - |
| HCM Lane V/C Ratio | - | - | 0.037 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.5 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 47 | 0 | 0 | 47 |
| Future Volume (vph) | 0 | 0 | 47 | 0 | 0 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 51 | 0 | 0 | 51 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 51 | 0 | 0 | 51 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 47 | 0 | 0 | 47 |
| Future Volume (Veh/h) | 0 | 0 | 47 | 0 | 0 | 47 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 51 | 0 | 0 | 51 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 102 | 51 | | | 51 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 102 | 51 | | | 51 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 901 | 1023 | | | 1568 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 51 | 51 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1568 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 47 | 0 | 0 | 47 |
| Future Vol, veh/h | 0 | 0 | 47 | 0 | 0 | 47 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 51 | 0 | 0 | 51 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 102 | 51 | 0 | 0 | 51 | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 51 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 901 | 1023 | - | - | 1568 | - |
| Stage 1 | 977 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 901 | 1023 | - | - | 1568 | - |
| Mov Cap-2 Maneuver | 901 | - | - | - | - | - |
| Stage 1 | 977 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1568 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 47 | 0 | 0 | 47 |
| Future Volume (vph) | 0 | 0 | 47 | 0 | 0 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 51 | 0 | 0 | 51 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 51 | 0 | 0 | 51 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 47 | 0 | 0 | 47 |
| Future Volume (Veh/h) | 0 | 0 | 47 | 0 | 0 | 47 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 51 | 0 | 0 | 51 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 102 | 51 | | | 51 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 102 | 51 | | | 51 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 901 | 1023 | | | 1568 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 51 | 51 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1568 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 47 | 0 | 0 | 47 |
| Future Vol, veh/h | 0 | 0 | 47 | 0 | 0 | 47 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 51 | 0 | 0 | 51 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 102 | 51 | 0 | 0 | 51 | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 51 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 901 | 1023 | - | - | 1568 | - |
| Stage 1 | 977 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 901 | 1023 | - | - | 1568 | - |
| Mov Cap-2 Maneuver | 901 | - | - | - | - | - |
| Stage 1 | 977 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1568 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 46 | 47 | 0 | 1 | 4 |
| Future Volume (vph) | 0 | 46 | 47 | 0 | 1 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1900 | 1900 | 0 | 1678 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1900 | 1900 | 0 | 1678 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 50 | 51 | 0 | 1 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 50 | 51 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 46 | 47 | 0 | 1 | 4 |
| Future Volume (Veh/h) | 0 | 46 | 47 | 0 | 1 | 4 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 50 | 51 | 0 | 1 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 51 | | | | 101 | 51 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 51 | | | | 101 | 51 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1568 | | | | 902 | 1023 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 50 | 51 | 5 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1568 | 1700 | 996 |
| Volume to Capacity | 0.00 | 0.03 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

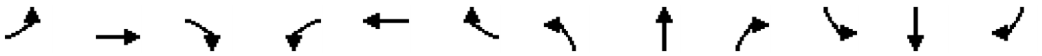
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 46 | 47 | 0 | 1 | 4 |
| Future Vol, veh/h | 0 | 46 | 47 | 0 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 50 | 51 | 0 | 1 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 51 | 0 | - | 0 | 101 | 51 |
| Stage 1 | - | - | - | - | 51 | - |
| Stage 2 | - | - | - | - | 50 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1568 | - | - | - | 902 | 1023 |
| Stage 1 | - | - | - | - | 977 | - |
| Stage 2 | - | - | - | - | 978 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1568 | - | - | - | 902 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | 902 | - |
| Stage 1 | - | - | - | - | 977 | - |
| Stage 2 | - | - | - | - | 978 | - |

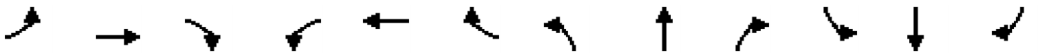
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1568 | - | 996 |
| HCM Lane V/C Ratio | - | - | - | - | 0.005 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 8.6 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 22 | 19 | 0 | 5 | 16 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Future Volume (vph) | 22 | 19 | 0 | 5 | 16 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.908 | | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3610 | 0 | 1805 | 3180 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1805 | 3610 | 0 | 1805 | 3180 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 24 | 21 | 0 | 5 | 17 | 27 | 0 | 3 | 0 | 42 | 0 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 21 | 0 | 5 | 44 | 0 | 0 | 3 | 0 | 0 | 42 | 24 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 19 | 0 | 5 | 16 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Future Volume (Veh/h) | 22 | 19 | 0 | 5 | 16 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 21 | 0 | 5 | 17 | 27 | 0 | 3 | 0 | 42 | 0 | 24 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 44 | | | 21 | | | 100 | 123 | 11 | 101 | 110 | 22 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 44 | | | 21 | | | 100 | 123 | 11 | 101 | 110 | 22 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 95 | 100 | 98 |
| cM capacity (veh/h) | 1577 | | | 1608 | | | 845 | 757 | 1074 | 861 | 770 | 1056 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 24 | 14 | 7 | 5 | 11 | 33 | 3 | 66 |
| Volume Left | 24 | 0 | 0 | 5 | 0 | 0 | 0 | 42 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 24 |
| cSH | 1577 | 1700 | 1700 | 1608 | 1700 | 1700 | 757 | 1353 |
| Volume to Capacity | 0.02 | 0.00* | 0.00* | 0.00* | 0.00* | 0.02 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s/veh) | 7.3 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 9.8 | 9.1 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.9 | | | 0.7 | | | 9.8 | 9.1 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.2 | | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 19 | 0 | 5 | 16 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Future Vol, veh/h | 22 | 19 | 0 | 5 | 16 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 24 | 21 | 0 | 5 | 17 | 27 | 0 | 3 | 0 | 42 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 44 | 0 | 0 | 21 | 0 | 0 | 88 | 123 | 11 | 101 | 110 | 22 |
| Stage 1 | - | - | - | - | - | - | 69 | 69 | - | 41 | 41 | - |
| Stage 2 | - | - | - | - | - | - | 19 | 54 | - | 60 | 69 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1577 | - | - | 1608 | - | - | 893 | 771 | 1074 | 875 | 784 | 1056 |
| Stage 1 | - | - | - | - | - | - | 939 | 841 | - | 974 | 865 | - |
| Stage 2 | - | - | - | - | - | - | 1003 | 854 | - | 950 | 841 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1577 | - | - | 1608 | - | - | 861 | 757 | 1074 | 860 | 770 | 1056 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 861 | 757 | - | 860 | 770 | - |
| Stage 1 | - | - | - | - | - | - | 925 | 828 | - | 959 | 862 | - |
| Stage 2 | - | - | - | - | - | - | 977 | 851 | - | 932 | 828 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.9 | 0.8 | 9.8 | 9.1 |
| HCM LOS | | | A | A |

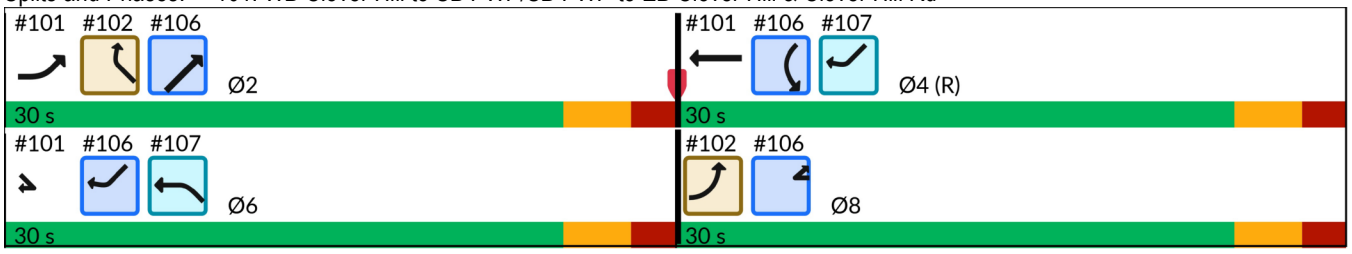
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 757 | 1577 | - | - | 1608 | - | - | 860 | 1056 |
| HCM Lane V/C Ratio | 0.004 | 0.015 | - | - | 0.003 | - | - | 0.049 | 0.023 |
| HCM Ctrl Dly (s/v) | 9.8 | 7.3 | - | - | 7.2 | - | - | 9.4 | 8.5 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0 | - | - | 0 | - | - | 0.2 | 0.1 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 22 | 28 | 31 | 27 | |
| Future Volume (vph) | 22 | 28 | 31 | 27 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 127 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | |
| Adj. Flow (vph) | 24 | 30 | 34 | 29 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 24 | 30 | 34 | 29 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.03 | 0.02 | 0.04 | 0.04 | |
| Control Delay (s/veh) | 10.5 | 0.0 | 8.3 | 10.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 10.5 | 0.0 | 8.3 | 10.7 | |
| LOS | B | A | A | B | |
| Approach Delay (s/veh) | | | 8.3 | | |
| Approach LOS | | | A | | |
| Queue Length 50th (ft) | 5 | 0 | 5 | 6 | |
| Queue Length 95th (ft) | 16 | 0 | 16 | 19 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 791 | 1615 | 791 | 685 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.03 | 0.02 | 0.04 | 0.04 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 7.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 16.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 22 | 28 | 31 | 27 |
| Future Volume (vph) | 22 | 28 | 31 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 24 | 30 | 34 | 29 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 24 | 30 | 34 | 29 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 791 | 1615 | 791 | 685 |
| v/s Ratio Prot | 0.01 | | c0.02 | c0.02 |
| v/s Ratio Perm | | 0.02 | | |
| v/c Ratio | 0.03 | 0.02 | 0.04 | 0.04 |
| Uniform Delay, d1 | 10.3 | 0.0 | 10.4 | 10.4 |
| Progression Factor | 1.00 | 1.00 | 0.77 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.0 | 0.1 | 0.1 |
| Delay (s) | 10.4 | 0.0 | 8.1 | 10.5 |
| Level of Service | B | A | A | B |
| Approach Delay (s/veh) | | | 8.1 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 7.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.04 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 16.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

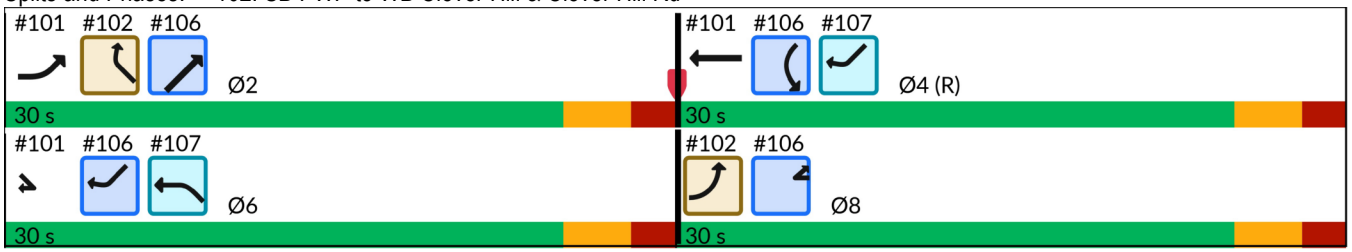
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 157 | 0 | 0 | 0 | 0 | 22 | | |
| Future Volume (vph) | 157 | 0 | 0 | 0 | 0 | 22 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 171 | 0 | 0 | 0 | 0 | 24 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 171 | 0 | 0 | 0 | 0 | 24 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.23 | | | | | 0.03 | | |
| Control Delay (s/veh) | 12.3 | | | | | 1.5 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.3 | | | | | 1.5 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 12.3 | | | | 1.5 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 38 | | | | | 0 | | |
| Queue Length 95th (ft) | 74 | | | | | 1 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 752 | | | | | 791 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.23 | | | | | 0.03 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 11.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 13.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

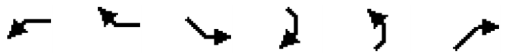
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 157 | 0 | 0 | 0 | 0 | 22 |
| Future Volume (vph) | 157 | 0 | 0 | 0 | 0 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1805 | | | | | 1900 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1805 | | | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 171 | 0 | 0 | 0 | 0 | 24 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 171 | 0 | 0 | 0 | 0 | 24 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 752 | | | | | 791 |
| v/s Ratio Prot | c0.09 | | | | | c0.01 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.23 | | | | | 0.03 |
| Uniform Delay, d1 | 11.3 | | | | | 10.3 |
| Progression Factor | 1.00 | | | | | 0.14 |
| Incremental Delay, d2 | 0.7 | | | | | 0.1 |
| Delay (s) | 12.0 | | | | | 1.5 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.0 | | 0.0 | | 1.5 | |
| Approach LOS | B | | A | | A | |

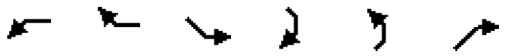
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.13 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 13.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 44 | 0 | 0 | 28 |
| Future Volume (vph) | 0 | 0 | 44 | 0 | 0 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 48 | 0 | 0 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 48 | 0 | 0 | 30 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 44 | 0 | 0 | 28 |
| Future Volume (Veh/h) | 0 | 0 | 44 | 0 | 0 | 28 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 48 | 0 | 0 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 30 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 30 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 95 | 100 | 100 | |
| cM capacity (veh/h) | | | 989 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 48 | 30 |
| Volume Left | 48 | 0 |
| Volume Right | 0 | 0 |
| cSH | 989 | 1700 |
| Volume to Capacity | 0.05 | 0.02 |
| Queue Length 95th (ft) | 4 | 0 |
| Control Delay (s/veh) | 8.8 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 8.8 | 0.0 |
| Approach LOS | A | |

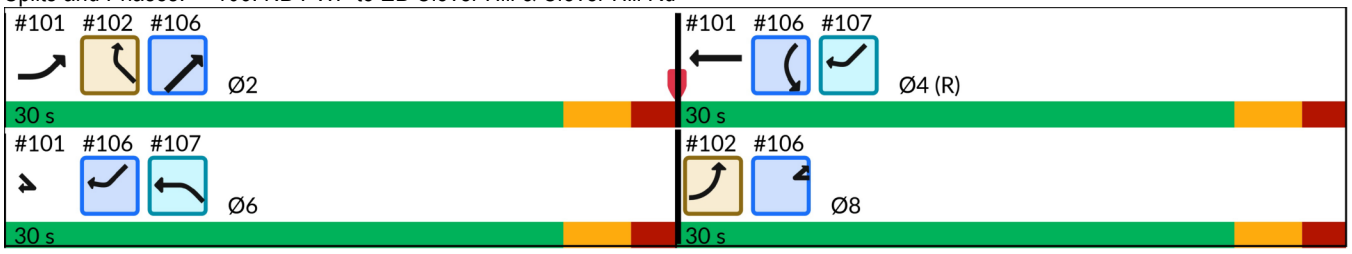
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 15.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 53 | 165 | 53 | 194 |
| Future Volume (vph) | 53 | 165 | 53 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1508 | 1900 | 1900 | 1583 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1508 | 1900 | 1900 | 1583 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 211 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 9% | 0% | 0% | 2% |
| Adj. Flow (vph) | 58 | 179 | 58 | 211 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 58 | 179 | 58 | 211 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.09 | 0.23 | 0.07 | 0.27 |
| Control Delay (s/veh) | 11.2 | 14.1 | 10.9 | 3.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.2 | 14.1 | 10.9 | 3.0 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 14.1 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 12 | 58 | 12 | 0 |
| Queue Length 95th (ft) | 31 | 109 | 30 | 32 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 628 | 791 | 791 | 782 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.23 | 0.07 | 0.27 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 8.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 21.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 53 | 165 | 53 | 194 |
| Future Volume (vph) | 53 | 165 | 53 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1508 | 1900 | 1900 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1508 | 1900 | 1900 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 58 | 179 | 58 | 211 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 123 |
| Lane Group Flow (vph) | 58 | 179 | 58 | 88 |
| Heavy Vehicles (%) | 9% | 0% | 0% | 2% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 628 | 791 | 791 | 659 |
| v/s Ratio Prot | c0.04 | c0.09 | 0.03 | 0.06 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.09 | 0.23 | 0.07 | 0.13 |
| Uniform Delay, d1 | 10.6 | 11.3 | 10.5 | 10.8 |
| Progression Factor | 1.00 | 1.16 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.7 | 0.2 | 0.4 |
| Delay (s) | 10.9 | 13.8 | 10.7 | 11.2 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 13.8 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 12.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.16 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

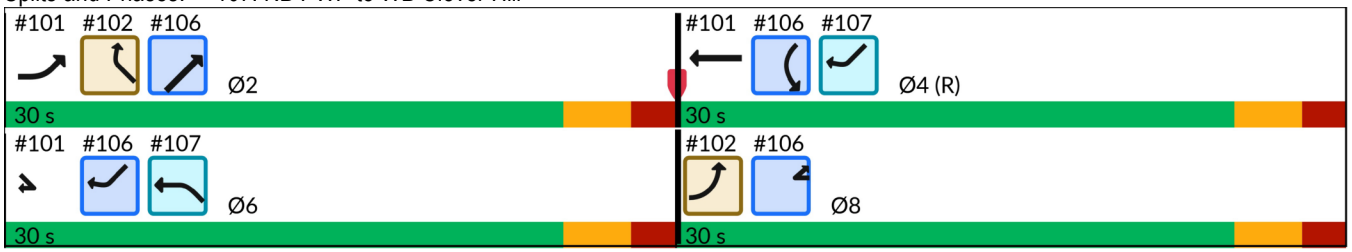
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 22 | 0 | 0 | 53 | | |
| Future Volume (vph) | 0 | 0 | 22 | 0 | 0 | 53 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 24 | 0 | 0 | 58 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 24 | 0 | 0 | 58 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.03 | | | 0.07 | | |
| Control Delay (s/veh) | | | 10.6 | | | 1.3 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 10.6 | | | 1.3 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 10.6 | | 1.3 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 5 | | | 1 | | |
| Queue Length 95th (ft) | | | 16 | | | 2 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 752 | | | 791 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.03 | | | 0.07 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 4.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 17.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

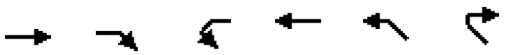
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 22 | 0 | 0 | 53 |
| Future Volume (vph) | 0 | 0 | 22 | 0 | 0 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1805 | | | 1900 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1805 | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 24 | 0 | 0 | 58 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 24 | 0 | 0 | 58 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 752 | | | 791 |
| v/s Ratio Prot | | | c0.01 | | | c0.03 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.03 | | | 0.07 |
| Uniform Delay, d1 | | | 10.3 | | | 10.5 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 0.1 | | | 0.2 |
| Delay (s) | | | 10.4 | | | 1.3 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 10.4 | | 1.3 | |
| Approach LOS | A | | B | | A | |

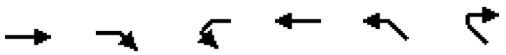
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 4.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.05 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 17.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 194 | 14 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 194 | 14 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 211 | 15 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 211 | 15 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 34.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 194 | 14 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 194 | 14 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 211 | 15 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 211 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 211 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 98 | 100 |
| cM capacity (veh/h) | | | 1636 | | 782 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 211 | 15 |
| Volume Left | 0 | 15 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 782 |
| Volume to Capacity | 0.12 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 |
| Control Delay (s/veh) | 0.0 | 9.7 |
| Lane LOS | | A |
| Approach Delay (s/veh) | 0.0 | 9.7 |
| Approach LOS | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 192 | 4 | 0 | 29 | 70 | 390 |
| Future Volume (vph) | 192 | 4 | 0 | 29 | 70 | 390 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1420 | 1900 | 1615 | 1805 | 1553 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1420 | 1900 | 1615 | 1805 | 1553 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 28% | 0% | 0% | 0% | 0% | 4% |
| Adj. Flow (vph) | 209 | 4 | 0 | 32 | 76 | 424 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 213 | 0 | 32 | 76 | 424 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

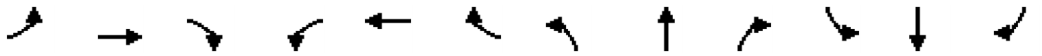
| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 192 | 4 | 0 | 29 | 70 | 390 |
| Future Volume (Veh/h) | 192 | 4 | 0 | 29 | 70 | 390 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 209 | 4 | 0 | 32 | 76 | 424 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 152 | 152 | 152 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 152 | 152 | 152 | 0 | 0 | |
| tC, single (s) | 7.4 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.8 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 71 | 99 | 100 | 97 | 95 | |
| cM capacity (veh/h) | 711 | 709 | 709 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 213 | 0 | 32 | 76 | 424 |
| Volume Left | 209 | 0 | 0 | 76 | 0 |
| Volume Right | 0 | 0 | 32 | 0 | 424 |
| cSH | 711 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.30 | 0.00 | 0.03 | 0.05 | 0.25 |
| Queue Length 95th (ft) | 31 | 0 | 2 | 4 | 0 |
| Control Delay (s/veh) | 12.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 12.2 | 8.4 | | 1.1 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.6 | | | |
| Intersection Capacity Utilization | 27.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 15 | 14 | 116 | 4 | 10 | 1 | 56 | 7 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 15 | 14 | 116 | 4 | 10 | 1 | 56 | 7 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.892 | | | 0.992 | | | 0.998 | |
| Flt Protected | | 0.976 | | | 0.995 | | | 0.988 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1647 | 0 | 0 | 1862 | 0 | 0 | 1788 | 0 |
| Flt Permitted | | 0.976 | | | 0.995 | | | 0.988 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1647 | 0 | 0 | 1862 | 0 | 0 | 1788 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 0% | 14% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 16 | 15 | 126 | 4 | 11 | 1 | 61 | 8 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 157 | 0 | 0 | 16 | 0 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 15 | 14 | 116 | 4 | 10 | 1 | 56 | 7 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 15 | 14 | 116 | 4 | 10 | 1 | 56 | 7 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 16 | 15 | 126 | 4 | 11 | 1 | 61 | 8 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 158 | 151 | 9 | 151 | 151 | 12 | 9 | | | 12 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 158 | 151 | 9 | 151 | 151 | 12 | 9 | | | 12 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 98 | 88 | 100 | | | 96 | | |
| cM capacity (veh/h) | 684 | 715 | 1079 | 795 | 715 | 1066 | 1624 | | | 1620 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 157 | 16 | 70 |
| Volume Left | 1 | 16 | 4 | 61 |
| Volume Right | 1 | 126 | 1 | 1 |
| cSH | 837 | 986 | 1624 | 1620 |
| Volume to Capacity | 0.00* | 0.16 | 0.00* | 0.04 |
| Queue Length 95th (ft) | 0 | 14 | 0 | 3 |
| Control Delay (s/veh) | 9.3 | 9.3 | 1.8 | 6.4 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.3 | 9.3 | 1.8 | 6.4 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.0 | | | |
| Intersection Capacity Utilization | 25.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

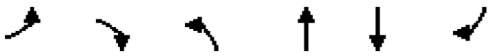
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 15 | 14 | 116 | 4 | 10 | 1 | 56 | 7 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 15 | 14 | 116 | 4 | 10 | 1 | 56 | 7 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 14 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 16 | 15 | 126 | 4 | 11 | 1 | 61 | 8 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 158 | 151 | 9 | 151 | 151 | 12 | 9 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | 131 | 131 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 27 | 20 | - | 131 | 131 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.23 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.327 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 813 | 744 | 1079 | 821 | 744 | 1066 | 1624 | - | - | 1620 | - | - |
| Stage 1 | 877 | 792 | - | 1004 | 883 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 883 | - | 877 | 792 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 684 | 714 | 1079 | 796 | 714 | 1066 | 1624 | - | - | 1620 | - | - |
| Mov Cap-2 Maneuver | 684 | 714 | - | 796 | 714 | - | - | - | - | - | - | - |
| Stage 1 | 875 | 762 | - | 1002 | 881 | - | - | - | - | - | - | - |
| Stage 2 | 861 | 881 | - | 843 | 762 | - | - | - | - | - | - | - |

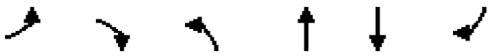
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 8.1 | 1.9 | 6.4 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1624 | - | - | 837 | 1333 | 1620 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.003 | 0.118 | 0.038 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.3 | 8.1 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.4 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 1 | 0 | 7 | 24 | 0 |
| Future Volume (vph) | 8 | 1 | 0 | 7 | 24 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1827 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1827 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 4% | 0% |
| Adj. Flow (vph) | 9 | 1 | 0 | 8 | 26 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 9 | 1 | 0 | 8 | 26 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 1 | 0 | 7 | 24 | 0 |
| Future Volume (Veh/h) | 8 | 1 | 0 | 7 | 24 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 1 | 0 | 8 | 26 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 34 | 26 | 26 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 34 | 26 | 26 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 984 | 1056 | 1601 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 1 | 8 | 26 |
| Volume Left | 9 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 984 | 1056 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00* | 0.00* | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

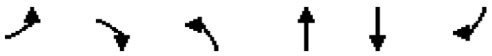
| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 1 | 0 | 7 | 24 | 0 |
| Future Vol, veh/h | 8 | 1 | 0 | 7 | 24 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 9 | 1 | 0 | 8 | 26 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 34 | 26 | - | 0 | - | 0 |
| Stage 1 | 26 | - | - | - | - | - |
| Stage 2 | 8 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 984 | 1056 | 0 | - | - | 0 |
| Stage 1 | 1002 | - | 0 | - | - | 0 |
| Stage 2 | 1020 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 984 | 1056 | - | - | - | - |
| Mov Cap-2 Maneuver | 984 | - | - | - | - | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 1020 | - | - | - | - | - |

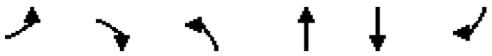
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 984 | 1056 | - |
| HCM Lane V/C Ratio | - | 0.009 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 15 | 112 | 64 | 25 |
| Future Volume (vph) | 10 | 0 | 15 | 112 | 64 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.994 | | |
| Satd. Flow (prot) | 1388 | 0 | 0 | 1825 | 1863 | 1553 |
| Flt Permitted | 0.950 | | | 0.994 | | |
| Satd. Flow (perm) | 1388 | 0 | 0 | 1825 | 1863 | 1553 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 30% | 0% | 7% | 3% | 2% | 4% |
| Adj. Flow (vph) | 11 | 0 | 16 | 122 | 68 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 0 | 0 | 138 | 68 | 27 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 0 | 15 | 112 | 64 | 25 |
| Future Volume (Veh/h) | 10 | 0 | 15 | 112 | 64 | 25 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 11 | 0 | 16 | 122 | 68 | 27 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 222 | 68 | 95 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 222 | 68 | 95 | | | |
| tC, single (s) | 6.7 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.8 | 3.3 | 2.3 | | | |
| p0 queue free % | 98 | 100 | 99 | | | |
| cM capacity (veh/h) | 700 | 1001 | 1468 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 11 | 138 | 68 | 27 |
| Volume Left | 11 | 16 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 27 |
| cSH | 700 | 1468 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.01 | 0.04 | 0.02 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s/veh) | 10.2 | 0.9 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 10.2 | 0.9 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

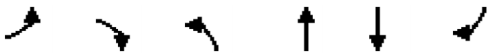
| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 0 | 15 | 112 | 64 | 25 |
| Future Vol, veh/h | 10 | 0 | 15 | 112 | 64 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 94 | 92 |
| Heavy Vehicles, % | 30 | 0 | 7 | 3 | 2 | 4 |
| Mvmt Flow | 11 | 0 | 16 | 122 | 68 | 27 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 222 | 68 | 95 | 0 | - | 0 |
| Stage 1 | 68 | - | - | - | - | - |
| Stage 2 | 154 | - | - | - | - | - |
| Critical Hdwy | 6.7 | 6.2 | 4.17 | - | - | - |
| Critical Hdwy Stg 1 | 5.7 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.7 | - | - | - | - | - |
| Follow-up Hdwy | 3.77 | 3.3 | 2.263 | - | - | - |
| Pot Cap-1 Maneuver | 708 | 1001 | 1468 | - | - | - |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 700 | 1001 | 1468 | - | - | - |
| Mov Cap-2 Maneuver | 700 | - | - | - | - | - |
| Stage 1 | 877 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |

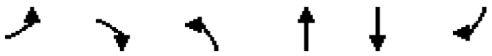
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.2 | 0.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1468 | - | 700 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.016 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 46 | 59 | 42 | 67 | 67 | 43 |
| Future Volume (vph) | 46 | 59 | 42 | 67 | 67 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.947 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1752 | 1827 | 1737 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1752 | 1827 | 1737 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 3% | 4% | 4% | 3% |
| Adj. Flow (vph) | 50 | 64 | 46 | 73 | 73 | 47 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 64 | 46 | 73 | 120 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 46 | 59 | 42 | 67 | 67 | 43 |
| Future Volume (Veh/h) | 46 | 59 | 42 | 67 | 67 | 43 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 64 | 46 | 73 | 73 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 262 | 97 | 120 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 262 | 97 | 120 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 93 | 93 | 97 | | | |
| cM capacity (veh/h) | 684 | 965 | 1462 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 50 | 64 | 46 | 73 | 120 |
| Volume Left | 50 | 0 | 46 | 0 | 0 |
| Volume Right | 0 | 64 | 0 | 0 | 47 |
| cSH | 684 | 965 | 1462 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.07 | 0.03 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 6 | 5 | 2 | 0 | 0 |
| Control Delay (s/veh) | 10.7 | 9.0 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.7 | | 2.9 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 46 | 59 | 42 | 67 | 67 | 43 |
| Future Vol, veh/h | 46 | 59 | 42 | 67 | 67 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 3 | 4 | 4 | 3 |
| Mvmt Flow | 50 | 64 | 46 | 73 | 73 | 47 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 262 | 97 | 120 | 0 | - | 0 |
| Stage 1 | 97 | - | - | - | - | - |
| Stage 2 | 165 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 706 | 965 | 1462 | - | - | - |
| Stage 1 | 902 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 684 | 965 | 1462 | - | - | - |
| Mov Cap-2 Maneuver | 684 | - | - | - | - | - |
| Stage 1 | 874 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 2.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1462 | - | 684 | 965 | - | - |
| HCM Lane V/C Ratio | 0.031 | - | 0.073 | 0.066 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 10.7 | 9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 43 | 28 | 28 | 80 | 28 |
| Future Volume (vph) | 14 | 43 | 28 | 28 | 80 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.898 | | 0.932 | | | |
| Flt Protected | 0.988 | | | | | 0.964 |
| Satd. Flow (prot) | 1686 | 0 | 1771 | 0 | 0 | 1717 |
| Flt Permitted | 0.988 | | | | | 0.964 |
| Satd. Flow (perm) | 1686 | 0 | 1771 | 0 | 0 | 1717 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 9% | 0% |
| Adj. Flow (vph) | 15 | 47 | 30 | 30 | 87 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 62 | 0 | 60 | 0 | 0 | 117 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 14 | 43 | 28 | 28 | 80 | 28 |
| Future Volume (Veh/h) | 14 | 43 | 28 | 28 | 80 | 28 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 47 | 30 | 30 | 87 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 249 | 45 | | | 60 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 249 | 45 | | | 60 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 95 | | | 94 | |
| cM capacity (veh/h) | 701 | 1031 | | | 1500 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 62 | 60 | 117 |
| Volume Left | 15 | 0 | 87 |
| Volume Right | 47 | 30 | 0 |
| cSH | 925 | 1700 | 1500 |
| Volume to Capacity | 0.07 | 0.04 | 0.06 |
| Queue Length 95th (ft) | 5 | 0 | 5 |
| Control Delay (s/veh) | 9.2 | 0.0 | 5.7 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.2 | 0.0 | 5.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 22.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 43 | 28 | 28 | 80 | 28 |
| Future Vol, veh/h | 14 | 43 | 28 | 28 | 80 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 9 | 0 |
| Mvmt Flow | 15 | 47 | 30 | 30 | 87 | 30 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 249 | 45 | 0 | 0 | 60 | 0 |
| Stage 1 | 45 | - | - | - | - | - |
| Stage 2 | 204 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.19 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.281 | - |
| Pot Cap-1 Maneuver | 744 | 1031 | - | - | 1500 | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 835 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 700 | 1031 | - | - | 1500 | - |
| Mov Cap-2 Maneuver | 700 | - | - | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 786 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.2 | 0 | 5.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 924 | 1500 | - |
| HCM Lane V/C Ratio | - | - | 0.067 | 0.058 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.2 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.2 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 122 | 0 | 0 | 90 |
| Future Volume (vph) | 0 | 0 | 122 | 0 | 0 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 133 | 0 | 0 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 133 | 0 | 0 | 98 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 122 | 0 | 0 | 90 |
| Future Volume (Veh/h) | 0 | 0 | 122 | 0 | 0 | 90 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 133 | 0 | 0 | 98 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 231 | 133 | | | 133 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 231 | 133 | | | 133 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 762 | 922 | | | 1464 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 133 | 98 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1464 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 90 |
| Future Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 133 | 0 | 0 | 98 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 231 | 133 | 0 | 0 | 133 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 98 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 762 | 922 | - | - | 1464 | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 762 | 922 | - | - | 1464 | - |
| Mov Cap-2 Maneuver | 762 | - | - | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1464 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 122 | 0 | 0 | 90 |
| Future Volume (vph) | 0 | 0 | 122 | 0 | 0 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1810 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 133 | 0 | 0 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 133 | 0 | 0 | 98 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 122 | 0 | 0 | 90 |
| Future Volume (Veh/h) | 0 | 0 | 122 | 0 | 0 | 90 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 133 | 0 | 0 | 98 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 231 | 133 | | | 133 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 231 | 133 | | | 133 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 762 | 922 | | | 1464 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 133 | 98 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1464 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 90 |
| Future Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 133 | 0 | 0 | 98 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 231 | 133 | 0 | 0 | 133 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 98 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 762 | 922 | - | - | 1464 | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 762 | 922 | - | - | 1464 | - |
| Mov Cap-2 Maneuver | 762 | - | - | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1464 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 36 | 90 | 109 | 13 | 0 | 0 |
| Future Volume (vph) | 36 | 90 | 109 | 13 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.986 | | | |
| Flt Protected | | 0.986 | | | | |
| Satd. Flow (prot) | 0 | 1834 | 1793 | 0 | 1900 | 0 |
| Flt Permitted | | 0.986 | | | | |
| Satd. Flow (perm) | 0 | 1834 | 1793 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 0% | 0% | 0% |
| Adj. Flow (vph) | 39 | 98 | 118 | 14 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 137 | 132 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 36 | 90 | 109 | 13 | 0 | 0 |
| Future Volume (Veh/h) | 36 | 90 | 109 | 13 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 39 | 98 | 118 | 14 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 132 | | | | 301 | 125 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 132 | | | | 301 | 125 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 1466 | | | | 676 | 931 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 137 | 132 | 0 |
| Volume Left | 39 | 0 | 0 |
| Volume Right | 0 | 14 | 0 |
| cSH | 1466 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 2.3 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 19.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

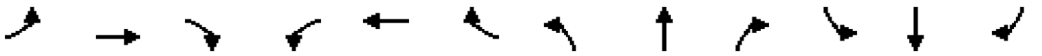
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 90 | 109 | 13 | 0 | 0 |
| Future Vol, veh/h | 36 | 90 | 109 | 13 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 39 | 98 | 118 | 14 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 132 | 0 | - | 0 | 301 | 125 |
| Stage 1 | - | - | - | - | 125 | - |
| Stage 2 | - | - | - | - | 176 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1466 | - | - | - | 695 | 931 |
| Stage 1 | - | - | - | - | 906 | - |
| Stage 2 | - | - | - | - | 859 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1466 | - | - | - | 676 | 931 |
| Mov Cap-2 Maneuver | - | - | - | - | 676 | - |
| Stage 1 | - | - | - | - | 881 | - |
| Stage 2 | - | - | - | - | 859 | - |

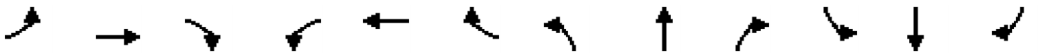
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.1 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SETSWLn1 | |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1466 | - | - |
| HCM Lane V/C Ratio | - | - | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.5 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 24 | 22 | 3 | 1 | 84 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Future Volume (vph) | 24 | 22 | 3 | 1 | 84 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.983 | | | 0.950 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3181 | 0 | 1805 | 3309 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3181 | 0 | 1805 | 3309 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 13% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 7% |
| Adj. Flow (vph) | 26 | 24 | 3 | 1 | 91 | 45 | 0 | 0 | 3 | 16 | 0 | 70 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 26 | 27 | 0 | 1 | 136 | 0 | 0 | 3 | 0 | 0 | 16 | 70 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 24.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 24 | 22 | 3 | 1 | 84 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Future Volume (Veh/h) | 24 | 22 | 3 | 1 | 84 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 24 | 3 | 1 | 91 | 45 | 0 | 0 | 3 | 16 | 0 | 70 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 136 | | | 27 | | | 160 | 216 | 14 | 183 | 195 | 68 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 136 | | | 27 | | | 160 | 216 | 14 | 183 | 195 | 68 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 93 |
| cM capacity (veh/h) | 1417 | | | 1600 | | | 727 | 673 | 1070 | 730 | 691 | 965 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 26 | 16 | 11 | 1 | 61 | 75 | 3 | 86 |
| Volume Left | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| Volume Right | 0 | 0 | 3 | 0 | 0 | 45 | 3 | 70 |
| cSH | 1417 | 1700 | 1700 | 1600 | 1700 | 1700 | 1070 | 1186 |
| Volume to Capacity | 0.02 | 0.00* | 0.00* | 0.00* | 0.04 | 0.04 | 0.00* | 0.07 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Control Delay (s/veh) | 7.6 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 8.4 | 9.2 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.7 | | | 0.1 | | | 8.4 | 9.2 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 24.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 22 | 3 | 1 | 84 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Future Vol, veh/h | 24 | 22 | 3 | 1 | 84 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 13 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 7 |
| Mvmt Flow | 26 | 24 | 3 | 1 | 91 | 45 | 0 | 0 | 3 | 16 | 0 | 70 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 136 | 0 | 0 | 27 | 0 | 0 | 126 | 216 | 14 | 180 | 195 | 68 |
| Stage 1 | - | - | - | - | - | - | 78 | 78 | - | 116 | 116 | - |
| Stage 2 | - | - | - | - | - | - | 48 | 138 | - | 64 | 79 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.04 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 1417 | - | - | 1600 | - | - | 841 | 685 | 1069 | 746 | 704 | 965 |
| Stage 1 | - | - | - | - | - | - | 928 | 834 | - | 856 | 803 | - |
| Stage 2 | - | - | - | - | - | - | 965 | 786 | - | 919 | 833 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1417 | - | - | 1600 | - | - | 769 | 672 | 1069 | 733 | 691 | 965 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 769 | 672 | - | 733 | 691 | - |
| Stage 1 | - | - | - | - | - | - | 911 | 819 | - | 841 | 802 | - |
| Stage 2 | - | - | - | - | - | - | 895 | 785 | - | 899 | 818 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.7 | 0.1 | 8.4 | 9.2 |
| HCM LOS | | | A | A |

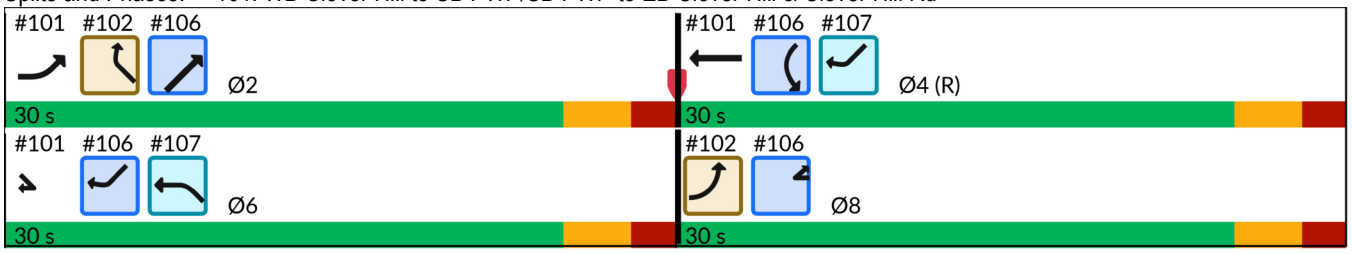
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1069 | 1417 | - | - | 1600 | - | - | 733 | 965 |
| HCM Lane V/C Ratio | 0.003 | 0.018 | - | - | 0.001 | - | - | 0.022 | 0.072 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.6 | - | - | 7.3 | - | - | 10 | 9 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.1 | 0.2 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 105 | 115 | 287 | 174 | |
| Future Volume (vph) | 105 | 115 | 287 | 174 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1166 | 1482 | 1827 | 1536 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1166 | 1482 | 1827 | 1536 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 127 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 63% | 9% | 4% | 7% | |
| Adj. Flow (vph) | 114 | 125 | 312 | 189 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 114 | 125 | 312 | 189 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.24 | 0.08 | 0.41 | 0.30 | |
| Control Delay (s/veh) | 13.0 | 0.1 | 13.8 | 13.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 13.0 | 0.1 | 13.8 | 13.3 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 13.8 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 25 | 0 | 88 | 44 | |
| Queue Length 95th (ft) | 56 | 0 | 147 | 84 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 485 | 1482 | 761 | 640 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.24 | 0.08 | 0.41 | 0.30 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 11.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 34.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 105 | 115 | 287 | 174 |
| Future Volume (vph) | 105 | 115 | 287 | 174 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1166 | 1482 | 1827 | 1536 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1166 | 1482 | 1827 | 1536 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 114 | 125 | 312 | 189 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 114 | 125 | 312 | 189 |
| Heavy Vehicles (%) | 63% | 9% | 4% | 7% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 485 | 1482 | 761 | 640 |
| v/s Ratio Prot | 0.10 | | c0.17 | c0.12 |
| v/s Ratio Perm | | 0.08 | | |
| v/c Ratio | 0.24 | 0.08 | 0.41 | 0.30 |
| Uniform Delay, d1 | 11.3 | 0.0 | 12.3 | 11.6 |
| Progression Factor | 1.00 | 1.00 | 0.95 | 1.00 |
| Incremental Delay, d2 | 1.1 | 0.1 | 1.6 | 1.2 |
| Delay (s) | 12.5 | 0.1 | 13.3 | 12.8 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 13.3 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.35 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 34.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

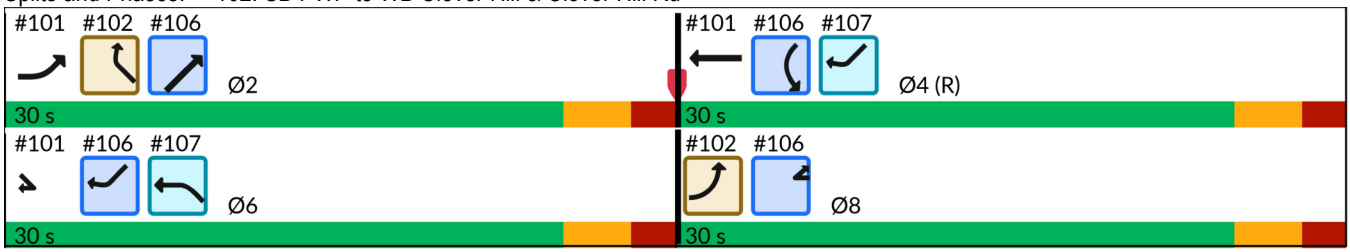
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 56 | 0 | 0 | 0 | 0 | 105 | | |
| Future Volume (vph) | 56 | 0 | 0 | 0 | 0 | 105 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1492 | 0 | 0 | 0 | 0 | 1166 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1492 | 0 | 0 | 0 | 0 | 1166 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 21% | 0% | 0% | 0% | 0% | 63% | | |
| Adj. Flow (vph) | 61 | 0 | 0 | 0 | 0 | 114 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 61 | 0 | 0 | 0 | 0 | 114 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.10 | | | | | 0.24 | | |
| Control Delay (s/veh) | 11.3 | | | | | 2.4 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 11.3 | | | | | 2.4 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 11.3 | | | | 2.4 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 13 | | | | | 2 | | |
| Queue Length 95th (ft) | 32 | | | | | 4 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 621 | | | | | 485 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.10 | | | | | 0.24 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 5.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 17.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

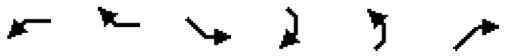
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 56 | 0 | 0 | 0 | 0 | 105 |
| Future Volume (vph) | 56 | 0 | 0 | 0 | 0 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1492 | | | | | 1166 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1492 | | | | | 1166 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 61 | 0 | 0 | 0 | 0 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 61 | 0 | 0 | 0 | 0 | 114 |
| Heavy Vehicles (%) | 21% | 0% | 0% | 0% | 0% | 63% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 621 | | | | | 485 |
| v/s Ratio Prot | c0.04 | | | | | c0.10 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.10 | | | | | 0.24 |
| Uniform Delay, d1 | 10.6 | | | | | 11.3 |
| Progression Factor | 1.00 | | | | | 0.11 |
| Incremental Delay, d2 | 0.3 | | | | | 1.1 |
| Delay (s) | 11.0 | | | | | 2.4 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 11.0 | | 0.0 | | 2.4 | |
| Approach LOS | B | | A | | A | |

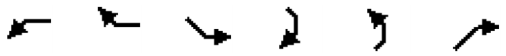
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 5.4 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.17 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 17.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 62 | 0 | 0 | 115 |
| Future Volume (vph) | 0 | 0 | 62 | 0 | 0 | 115 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1556 | 0 | 0 | 1508 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1556 | 0 | 0 | 1508 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 16% | 0% | 0% | 9% |
| Adj. Flow (vph) | 0 | 0 | 67 | 0 | 0 | 125 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 67 | 0 | 0 | 125 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 31.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 62 | 0 | 0 | 115 |
| Future Volume (Veh/h) | 0 | 0 | 62 | 0 | 0 | 115 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 67 | 0 | 0 | 125 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 125 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 125 | 0 | 0 | |
| tC, single (s) | | | 6.6 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.6 | 3.3 | 2.2 | |
| p0 queue free % | | | 92 | 100 | 100 | |
| cM capacity (veh/h) | | | 838 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 67 | 125 |
| Volume Left | 67 | 0 |
| Volume Right | 0 | 0 |
| cSH | 838 | 1700 |
| Volume to Capacity | 0.08 | 0.07 |
| Queue Length 95th (ft) | 7 | 0 |
| Control Delay (s/veh) | 9.7 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 9.7 | 0.0 |
| Approach LOS | A | |

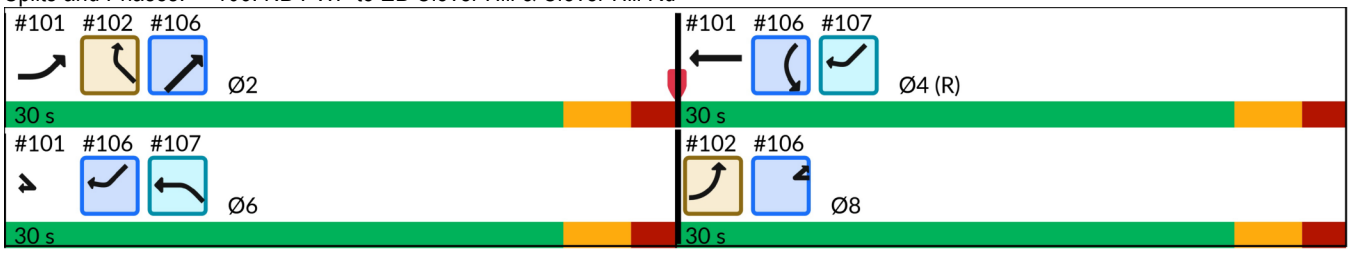
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 31.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 50 | 70 | 110 | 255 |
| Future Volume (vph) | 50 | 70 | 110 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1417 | 1624 | 1743 | 1538 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1417 | 1624 | 1743 | 1538 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 277 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 16% | 17% | 9% | 5% |
| Adj. Flow (vph) | 54 | 76 | 120 | 277 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 54 | 76 | 120 | 277 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.09 | 0.11 | 0.17 | 0.35 |
| Control Delay (s/veh) | 11.2 | 8.9 | 11.8 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.2 | 8.9 | 11.8 | 3.1 |
| LOS | B | A | B | A |
| Approach Delay (s/veh) | | 8.9 | | |
| Approach LOS | | A | | |
| Queue Length 50th (ft) | 11 | 13 | 26 | 0 |
| Queue Length 95th (ft) | 30 | 30 | 55 | 37 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 590 | 676 | 726 | 802 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.11 | 0.17 | 0.35 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 6.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 20.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 50 | 70 | 110 | 255 |
| Future Volume (vph) | 50 | 70 | 110 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1417 | 1624 | 1743 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1417 | 1624 | 1743 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 54 | 76 | 120 | 277 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 162 |
| Lane Group Flow (vph) | 54 | 76 | 120 | 115 |
| Heavy Vehicles (%) | 16% | 17% | 9% | 5% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 590 | 676 | 726 | 640 |
| v/s Ratio Prot | 0.04 | 0.05 | c0.07 | c0.08 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.09 | 0.11 | 0.17 | 0.18 |
| Uniform Delay, d1 | 10.6 | 10.7 | 11.0 | 11.0 |
| Progression Factor | 1.00 | 0.78 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.3 | 0.5 | 0.6 |
| Delay (s) | 10.9 | 8.7 | 11.5 | 11.7 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | 8.7 | | |
| Approach LOS | | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.17 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

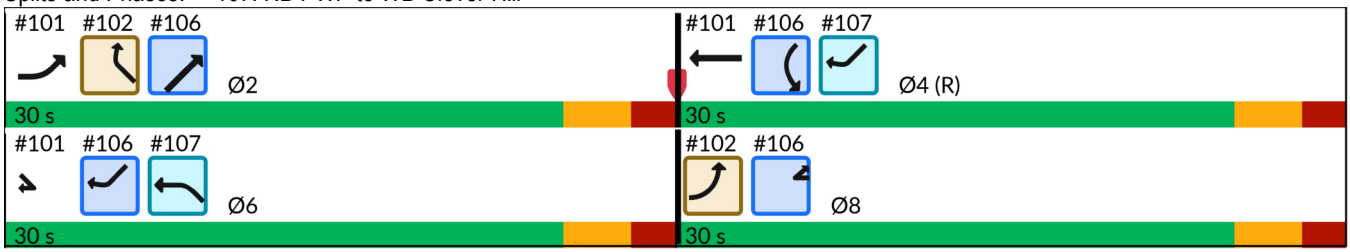
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 239 | 0 | 0 | 110 | | |
| Future Volume (vph) | 0 | 0 | 239 | 0 | 0 | 110 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1719 | 0 | 0 | 1743 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1719 | 0 | 0 | 1743 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 9% | | |
| Adj. Flow (vph) | 0 | 0 | 260 | 0 | 0 | 120 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 260 | 0 | 0 | 120 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.36 | | | 0.17 | | |
| Control Delay (s/veh) | | | 13.9 | | | 1.7 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 13.9 | | | 1.7 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 13.9 | | 1.7 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 62 | | | 2 | | |
| Queue Length 95th (ft) | | | 112 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 716 | | | 726 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.36 | | | 0.17 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 10.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 30.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

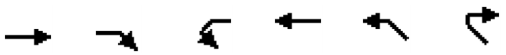
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 239 | 0 | 0 | 110 |
| Future Volume (vph) | 0 | 0 | 239 | 0 | 0 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1719 | | | 1743 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1719 | | | 1743 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 260 | 0 | 0 | 120 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 260 | 0 | 0 | 120 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 0% | 0% | 9% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 716 | | | 726 |
| v/s Ratio Prot | | | c0.15 | | | c0.07 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.36 | | | 0.17 |
| Uniform Delay, d1 | | | 12.0 | | | 11.0 |
| Progression Factor | | | 1.00 | | | 0.10 |
| Incremental Delay, d2 | | | 1.4 | | | 0.5 |
| Delay (s) | | | 13.5 | | | 1.6 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 13.5 | | 1.6 | |
| Approach LOS | A | | B | | A | |

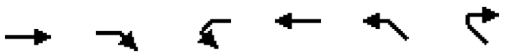
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 9.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.26 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 30.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 255 | 91 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 255 | 91 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1810 | 1043 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1810 | 1043 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 73% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 277 | 99 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 277 | 99 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 255 | 91 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 255 | 91 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 277 | 99 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 277 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 277 | 0 |
| tC, single (s) | | | 4.1 | | 7.1 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 4.2 | 3.3 |
| p0 queue free % | | | 100 | | 83 | 100 |
| cM capacity (veh/h) | | | 1636 | | 585 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 277 | 99 |
| Volume Left | 0 | 99 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 585 |
| Volume to Capacity | 0.16 | 0.17 |
| Queue Length 95th (ft) | 0 | 15 |
| Control Delay (s/veh) | 0.0 | 12.4 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 12.4 |
| Approach LOS | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.3 | | |
| Intersection Capacity Utilization | 37.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 312 | 1 | 6 | 69 | 0 | 142 |
| Future Volume (vph) | 312 | 1 | 6 | 69 | 0 | 142 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | | |
| Satd. Flow (prot) | 0 | 1775 | 1900 | 1524 | 1900 | 1495 |
| Flt Permitted | | 0.953 | | | | |
| Satd. Flow (perm) | 0 | 1775 | 1900 | 1524 | 1900 | 1495 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 6% | 0% | 8% |
| Adj. Flow (vph) | 339 | 1 | 7 | 75 | 0 | 154 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 340 | 7 | 75 | 0 | 154 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 28.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 312 | 1 | 6 | 69 | 0 | 142 |
| Future Volume (Veh/h) | 312 | 1 | 6 | 69 | 0 | 142 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 339 | 1 | 7 | 75 | 0 | 154 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 4 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 4 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 64 | 100 | 99 | 93 | 100 | |
| cM capacity (veh/h) | 941 | 900 | 900 | 1073 | 1636 | |

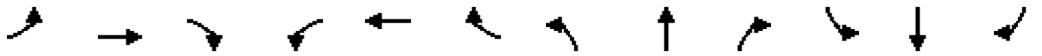
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 340 | 7 | 75 | 0 | 154 |
| Volume Left | 339 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 75 | 0 | 154 |
| cSH | 941 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.36 | 0.00* | 0.07 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 42 | 1 | 6 | 0 | 0 |
| Control Delay (s/veh) | 11.0 | 9.0 | 8.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 11.0 | 8.6 | | 0.0 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 28.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 6 | 6 | 6 | 4 | 90 | 3 | 11 | 17 | 83 | 10 | 0 |
| Future Volume (vph) | 10 | 6 | 6 | 6 | 4 | 90 | 3 | 11 | 17 | 83 | 10 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.962 | | | 0.879 | | | 0.926 | | | | |
| Flt Protected | | 0.978 | | | 0.997 | | | 0.995 | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1788 | 0 | 0 | 1567 | 0 | 0 | 1695 | 0 | 0 | 1737 | 0 |
| Flt Permitted | | 0.978 | | | 0.997 | | | 0.995 | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1788 | 0 | 0 | 1567 | 0 | 0 | 1695 | 0 | 0 | 1737 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 6% | 4% | 10% | 0% |
| Adj. Flow (vph) | 11 | 7 | 7 | 7 | 4 | 98 | 3 | 12 | 18 | 90 | 11 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 0 | 109 | 0 | 0 | 33 | 0 | 0 | 101 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 24.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 6 | 6 | 6 | 4 | 90 | 3 | 11 | 17 | 83 | 10 | 0 |
| Future Volume (Veh/h) | 10 | 6 | 6 | 6 | 4 | 90 | 3 | 11 | 17 | 83 | 10 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 7 | 7 | 7 | 4 | 98 | 3 | 12 | 18 | 90 | 11 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 220 | 227 | 11 | 229 | 218 | 21 | 11 | | | 30 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 220 | 227 | 11 | 229 | 218 | 21 | 11 | | | 30 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 99 | 99 | 99 | 99 | 91 | 100 | | | 94 | | |
| cM capacity (veh/h) | 637 | 636 | 1076 | 688 | 643 | 1042 | 1621 | | | 1570 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 25 | 109 | 33 | 101 |
| Volume Left | 11 | 7 | 3 | 90 |
| Volume Right | 7 | 98 | 18 | 0 |
| cSH | 719 | 987 | 1621 | 1570 |
| Volume to Capacity | 0.03 | 0.11 | 0.00* | 0.06 |
| Queue Length 95th (ft) | 3 | 9 | 0 | 5 |
| Control Delay (s/veh) | 10.2 | 9.1 | 0.7 | 6.7 |
| Lane LOS | B | A | A | A |
| Approach Delay (s/veh) | 10.2 | 9.1 | 0.7 | 6.7 |
| Approach LOS | B | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.2 | | | |
| Intersection Capacity Utilization | 24.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

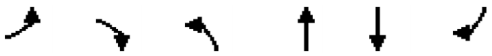
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 6 | 6 | 6 | 4 | 90 | 3 | 11 | 17 | 83 | 10 | 0 |
| Future Vol, veh/h | 10 | 6 | 6 | 6 | 4 | 90 | 3 | 11 | 17 | 83 | 10 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 6 | 4 | 10 | 0 |
| Mvmt Flow | 11 | 7 | 7 | 7 | 4 | 98 | 3 | 12 | 18 | 90 | 11 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 220 | 227 | 11 | 225 | 218 | 21 | 11 | 0 | 0 | 30 | 0 | 0 |
| Stage 1 | 191 | 191 | - | 27 | 27 | - | - | - | - | - | - | - |
| Stage 2 | 29 | 36 | - | 198 | 191 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.27 | 4.1 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.363 | 2.2 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 740 | 676 | 1076 | 735 | 684 | 1042 | 1621 | - | - | 1570 | - | - |
| Stage 1 | 815 | 746 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 993 | 869 | - | 808 | 746 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 636 | 635 | 1076 | 692 | 643 | 1042 | 1621 | - | - | 1570 | - | - |
| Mov Cap-2 Maneuver | 636 | 635 | - | 692 | 643 | - | - | - | - | - | - | - |
| Stage 1 | 813 | 703 | - | 994 | 875 | - | - | - | - | - | - | - |
| Stage 2 | 894 | 867 | - | 750 | 703 | - | - | - | - | - | - | - |

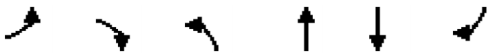
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.2 | 8.4 | 0.7 | 6.6 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1621 | - | - | 715 | 1158 | 1570 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.033 | 0.094 | 0.057 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 10.2 | 8.4 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0.3 | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 0 | 0 | 25 | 21 | 0 |
| Future Volume (vph) | 6 | 0 | 0 | 25 | 21 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1900 | 0 | 1827 | 1810 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1900 | 0 | 1827 | 1810 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 4% | 5% | 0% |
| Adj. Flow (vph) | 7 | 0 | 0 | 27 | 23 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 7 | 0 | 0 | 27 | 23 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 0 | 0 | 25 | 21 | 0 |
| Future Volume (Veh/h) | 6 | 0 | 0 | 25 | 21 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 0 | 0 | 27 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 50 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 50 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 964 | 1060 | 1605 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 0 | 27 | 23 |
| Volume Left | 7 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 964 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.8 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

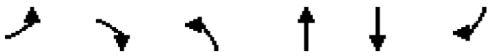
| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 0 | 0 | 25 | 21 | 0 |
| Future Vol, veh/h | 6 | 0 | 0 | 25 | 21 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 5 | 0 |
| Mvmt Flow | 7 | 0 | 0 | 27 | 23 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 50 | 23 | - | 0 | - | 0 |
| Stage 1 | 23 | - | - | - | - | - |
| Stage 2 | 27 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 964 | 1060 | 0 | - | - | 0 |
| Stage 1 | 1005 | - | 0 | - | - | 0 |
| Stage 2 | 1001 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 964 | 1060 | - | - | - | - |
| Mov Cap-2 Maneuver | 964 | - | - | - | - | - |
| Stage 1 | 1005 | - | - | - | - | - |
| Stage 2 | 1001 | - | - | - | - | - |

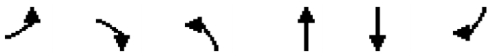
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 964 | - | - |
| HCM Lane V/C Ratio | - | 0.007 | - | - |
| HCM Ctrl Dly (s/v) | - | 8.8 | 0 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 18 | 7 | 7 | 104 | 85 | 15 |
| Future Volume (vph) | 18 | 7 | 7 | 104 | 85 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.961 | | | | | 0.850 |
| Flt Protected | 0.966 | | | 0.997 | | |
| Satd. Flow (prot) | 1764 | 0 | 0 | 1810 | 1810 | 1615 |
| Flt Permitted | 0.966 | | | 0.997 | | |
| Satd. Flow (perm) | 1764 | 0 | 0 | 1810 | 1810 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 14% | 4% | 5% | 0% |
| Adj. Flow (vph) | 20 | 8 | 8 | 113 | 92 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 28 | 0 | 0 | 121 | 92 | 16 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 18 | 7 | 7 | 104 | 85 | 15 |
| Future Volume (Veh/h) | 18 | 7 | 7 | 104 | 85 | 15 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 8 | 8 | 113 | 92 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 221 | 92 | 108 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 221 | 92 | 108 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 97 | 99 | 99 | | | |
| cM capacity (veh/h) | 767 | 971 | 1411 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 28 | 121 | 92 | 16 |
| Volume Left | 20 | 8 | 0 | 0 |
| Volume Right | 8 | 0 | 0 | 16 |
| cSH | 816 | 1411 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.00* | 0.05 | 0.00* |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.6 | 0.5 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.6 | 0.5 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

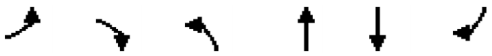
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 7 | 7 | 104 | 85 | 15 |
| Future Vol, veh/h | 18 | 7 | 7 | 104 | 85 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 14 | 4 | 5 | 0 |
| Mvmt Flow | 20 | 8 | 8 | 113 | 92 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 221 | 92 | 108 | 0 | - | 0 |
| Stage 1 | 92 | - | - | - | - | - |
| Stage 2 | 129 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.24 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.326 | - | - | - |
| Pot Cap-1 Maneuver | 772 | 971 | 1411 | - | - | - |
| Stage 1 | 937 | - | - | - | - | - |
| Stage 2 | 902 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 767 | 971 | 1411 | - | - | - |
| Mov Cap-2 Maneuver | 767 | - | - | - | - | - |
| Stage 1 | 931 | - | - | - | - | - |
| Stage 2 | 902 | - | - | - | - | - |

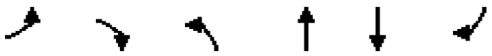
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.6 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1411 | - | 815 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.033 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 42 | 85 | 98 | 43 | 36 |
| Future Volume (vph) | 28 | 42 | 85 | 98 | 43 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.939 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1570 | 1509 | 1770 | 1845 | 1618 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1570 | 1509 | 1770 | 1845 | 1618 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 15% | 7% | 2% | 3% | 3% | 19% |
| Adj. Flow (vph) | 30 | 46 | 92 | 107 | 47 | 39 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 30 | 46 | 92 | 107 | 86 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 21.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 28 | 42 | 85 | 98 | 43 | 36 |
| Future Volume (Veh/h) | 28 | 42 | 85 | 98 | 43 | 36 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 30 | 46 | 92 | 107 | 47 | 39 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 358 | 67 | 86 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 358 | 67 | 86 | | | |
| tC, single (s) | 6.6 | 6.3 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.2 | | | |
| p0 queue free % | 95 | 95 | 94 | | | |
| cM capacity (veh/h) | 578 | 983 | 1510 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 30 | 46 | 92 | 107 | 86 |
| Volume Left | 30 | 0 | 92 | 0 | 0 |
| Volume Right | 0 | 46 | 0 | 0 | 39 |
| cSH | 578 | 983 | 1510 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.05 | 0.06 | 0.06 | 0.05 |
| Queue Length 95th (ft) | 4 | 4 | 5 | 0 | 0 |
| Control Delay (s/veh) | 11.6 | 8.8 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.9 | | 3.5 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.0 | | |
| Intersection Capacity Utilization | 21.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 42 | 85 | 98 | 43 | 36 |
| Future Vol, veh/h | 28 | 42 | 85 | 98 | 43 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 7 | 2 | 3 | 3 | 19 |
| Mvmt Flow | 30 | 46 | 92 | 107 | 47 | 39 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 358 | 67 | 86 | 0 | - | 0 |
| Stage 1 | 67 | - | - | - | - | - |
| Stage 2 | 291 | - | - | - | - | - |
| Critical Hdwy | 6.55 | 6.27 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.55 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.55 | - | - | - | - | - |
| Follow-up Hdwy | 3.635 | 3.363 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 615 | 983 | 1510 | - | - | - |
| Stage 1 | 924 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 577 | 983 | 1510 | - | - | - |
| Mov Cap-2 Maneuver | 577 | - | - | - | - | - |
| Stage 1 | 868 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.9 | 3.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1510 | - | 577 | 983 | - | - |
| HCM Lane V/C Ratio | 0.061 | - | 0.053 | 0.046 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11.6 | 8.8 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.2 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 39 | 92 | 39 | 11 | 36 | 39 |
| Future Volume (vph) | 39 | 92 | 39 | 11 | 36 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.905 | | 0.970 | | | |
| Flt Protected | 0.985 | | | | | 0.976 |
| Satd. Flow (prot) | 1636 | 0 | 1843 | 0 | 0 | 1753 |
| Flt Permitted | 0.985 | | | | | 0.976 |
| Satd. Flow (perm) | 1636 | 0 | 1843 | 0 | 0 | 1753 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 0% | 0% | 12% | 0% |
| Adj. Flow (vph) | 42 | 100 | 42 | 12 | 39 | 42 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 142 | 0 | 54 | 0 | 0 | 81 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 39 | 92 | 39 | 11 | 36 | 39 |
| Future Volume (Veh/h) | 39 | 92 | 39 | 11 | 36 | 39 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 42 | 100 | 42 | 12 | 39 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 168 | 48 | | | 54 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 168 | 48 | | | 54 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 95 | 90 | | | 97 | |
| cM capacity (veh/h) | 805 | 1012 | | | 1490 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 142 | 54 | 81 |
| Volume Left | 42 | 0 | 39 |
| Volume Right | 100 | 12 | 0 |
| cSH | 941 | 1700 | 1490 |
| Volume to Capacity | 0.15 | 0.03 | 0.03 |
| Queue Length 95th (ft) | 13 | 0 | 2 |
| Control Delay (s/veh) | 9.5 | 0.0 | 3.7 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.5 | 0.0 | 3.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.0 | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 39 | 92 | 39 | 11 | 36 | 39 |
| Future Vol, veh/h | 39 | 92 | 39 | 11 | 36 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 12 | 0 |
| Mvmt Flow | 42 | 100 | 42 | 12 | 39 | 42 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 168 | 48 | 0 | 0 | 54 | 0 |
| Stage 1 | 48 | - | - | - | - | - |
| Stage 2 | 120 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.25 | - | - | 4.22 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.345 | - | - | 2.308 | - |
| Pot Cap-1 Maneuver | 827 | 1012 | - | - | 1490 | - |
| Stage 1 | 980 | - | - | - | - | - |
| Stage 2 | 910 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 805 | 1012 | - | - | 1490 | - |
| Mov Cap-2 Maneuver | 805 | - | - | - | - | - |
| Stage 1 | 980 | - | - | - | - | - |
| Stage 2 | 885 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 0 | 3.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 940 | 1490 | - |
| HCM Lane V/C Ratio | - | - | 0.151 | 0.026 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.5 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.5 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 122 | 0 | 0 | 101 |
| Future Volume (vph) | 0 | 0 | 122 | 0 | 0 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 133 | 0 | 0 | 110 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 133 | 0 | 0 | 110 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 122 | 0 | 0 | 101 |
| Future Volume (Veh/h) | 0 | 0 | 122 | 0 | 0 | 101 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 133 | 0 | 0 | 110 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 243 | 133 | | | 133 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 243 | 133 | | | 133 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 750 | 922 | | | 1464 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 133 | 110 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1464 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 101 |
| Future Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 101 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 133 | 0 | 0 | 110 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 243 | 133 | 0 | 0 | 133 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 750 | 922 | - | - | 1464 | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 750 | 922 | - | - | 1464 | - |
| Mov Cap-2 Maneuver | 750 | - | - | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1464 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 122 | 0 | 0 | 101 |
| Future Volume (vph) | 0 | 0 | 122 | 0 | 0 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1845 | 0 | 0 | 1827 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 4% |
| Adj. Flow (vph) | 0 | 0 | 133 | 0 | 0 | 110 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 133 | 0 | 0 | 110 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 122 | 0 | 0 | 101 |
| Future Volume (Veh/h) | 0 | 0 | 122 | 0 | 0 | 101 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 133 | 0 | 0 | 110 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 243 | 133 | | | 133 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 243 | 133 | | | 133 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 750 | 922 | | | 1464 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 133 | 110 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1464 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 101 |
| Future Vol, veh/h | 0 | 0 | 122 | 0 | 0 | 101 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 4 |
| Mvmt Flow | 0 | 0 | 133 | 0 | 0 | 110 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 243 | 133 | 0 | 0 | 133 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 750 | 922 | - | - | 1464 | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 750 | 922 | - | - | 1464 | - |
| Mov Cap-2 Maneuver | 750 | - | - | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1464 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 85 | 122 | 0 | 15 | 62 |
| Future Volume (vph) | 0 | 85 | 122 | 0 | 15 | 62 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.891 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1810 | 1845 | 0 | 1676 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1810 | 1845 | 0 | 1676 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 92 | 133 | 0 | 16 | 67 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 92 | 133 | 0 | 83 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 85 | 122 | 0 | 15 | 62 |
| Future Volume (Veh/h) | 0 | 85 | 122 | 0 | 15 | 62 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 92 | 133 | 0 | 16 | 67 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 133 | | | | 225 | 133 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 133 | | | | 225 | 133 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 93 |
| cM capacity (veh/h) | 1464 | | | | 768 | 922 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 92 | 133 | 83 |
| Volume Left | 0 | 0 | 16 |
| Volume Right | 0 | 0 | 67 |
| cSH | 1464 | 1700 | 887 |
| Volume to Capacity | 0.00 | 0.08 | 0.09 |
| Queue Length 95th (ft) | 0 | 0 | 8 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.5 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

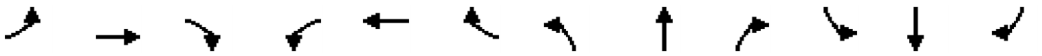
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 85 | 122 | 0 | 15 | 62 |
| Future Vol, veh/h | 0 | 85 | 122 | 0 | 15 | 62 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 92 | 133 | 0 | 16 | 67 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 133 | 0 | - | 0 | 225 | 133 |
| Stage 1 | - | - | - | - | 133 | - |
| Stage 2 | - | - | - | - | 92 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1464 | - | - | - | 768 | 922 |
| Stage 1 | - | - | - | - | 898 | - |
| Stage 2 | - | - | - | - | 937 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1464 | - | - | - | 768 | 922 |
| Mov Cap-2 Maneuver | - | - | - | - | 768 | - |
| Stage 1 | - | - | - | - | 898 | - |
| Stage 2 | - | - | - | - | 937 | - |

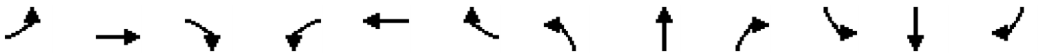
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.5 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1464 | - | 887 |
| HCM Lane V/C Ratio | - | - | - | - | 0.094 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.5 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.3 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 83 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Future Volume (vph) | 83 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.899 | | | 0.910 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.993 | | | 0.958 | |
| Satd. Flow (prot) | 1805 | 3339 | 0 | 1517 | 3112 | 0 | 0 | 1600 | 0 | 0 | 1728 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.993 | | | 0.958 | |
| Satd. Flow (perm) | 1805 | 3339 | 0 | 1517 | 3112 | 0 | 0 | 1600 | 0 | 0 | 1728 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 19% | 13% | 0% | 0% | 0% | 11% | 6% | 0% | 6% |
| Adj. Flow (vph) | 90 | 77 | 1 | 16 | 24 | 49 | 3 | 4 | 14 | 54 | 7 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 90 | 78 | 0 | 16 | 73 | 0 | 0 | 21 | 0 | 0 | 61 | 50 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 83 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Future Volume (Veh/h) | 83 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 90 | 77 | 1 | 16 | 24 | 49 | 3 | 4 | 14 | 54 | 7 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 73 | | | 78 | | | 330 | 363 | 39 | 315 | 339 | 37 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 73 | | | 78 | | | 330 | 363 | 39 | 315 | 339 | 37 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 94 | | | 99 | | | 99 | 99 | 99 | 90 | 99 | 95 |
| cM capacity (veh/h) | 1540 | | | 1403 | | | 539 | 529 | 996 | 561 | 545 | 1015 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 90 | 51 | 27 | 16 | 16 | 57 | 21 | 111 |
| Volume Left | 90 | 0 | 0 | 16 | 0 | 0 | 3 | 54 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 49 | 14 | 50 |
| cSH | 1540 | 1700 | 1700 | 1403 | 1700 | 1700 | 772 | 1018 |
| Volume to Capacity | 0.06 | 0.03 | 0.02 | 0.01 | 0.00* | 0.03 | 0.03 | 0.11 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 9 |
| Control Delay (s/veh) | 7.5 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 9.8 | 10.7 |
| Lane LOS | A | | | A | | | A | B |
| Approach Delay (s/veh) | 4.0 | | | 1.4 | | | 9.8 | 10.7 |
| Approach LOS | | | | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.6 | | | |
| Intersection Capacity Utilization | 27.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 83 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Future Vol, veh/h | 83 | 71 | 1 | 15 | 22 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 8 | 0 | 19 | 13 | 0 | 0 | 0 | 11 | 6 | 0 | 6 |
| Mvmt Flow | 90 | 77 | 1 | 16 | 24 | 49 | 3 | 4 | 14 | 54 | 7 | 50 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 73 | 0 | 0 | 78 | 0 | 0 | 306 | 363 | 39 | 302 | 339 | 37 |
| Stage 1 | - | - | - | - | - | - | 258 | 258 | - | 81 | 81 | - |
| Stage 2 | - | - | - | - | - | - | 48 | 105 | - | 221 | 258 | - |
| Critical Hdwy | 4.1 | - | - | 4.48 | - | - | 7.5 | 6.5 | 7.12 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.39 | - | - | 3.5 | 4 | 3.41 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1540 | - | - | 1403 | - | - | 629 | 568 | 996 | 617 | 586 | 1014 |
| Stage 1 | - | - | - | - | - | - | 730 | 698 | - | 907 | 832 | - |
| Stage 2 | - | - | - | - | - | - | 965 | 812 | - | 750 | 698 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1540 | - | - | 1403 | - | - | 561 | 529 | 996 | 573 | 546 | 1014 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 561 | 529 | - | 573 | 546 | - |
| Stage 1 | - | - | - | - | - | - | 688 | 658 | - | 854 | 823 | - |
| Stage 2 | - | - | - | - | - | - | 900 | 803 | - | 692 | 658 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 4 | 1.4 | 9.8 | 10.6 |
| HCM LOS | | | A | B |

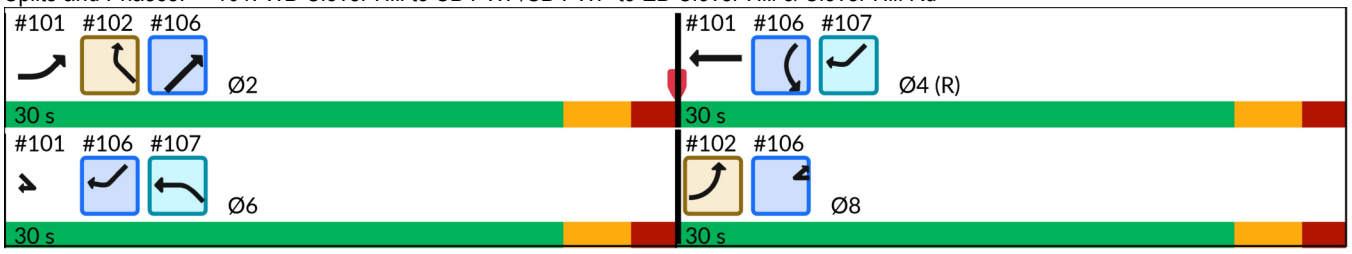
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 770 | 1540 | - | - | 1403 | - | - | 570 | 1014 |
| HCM Lane V/C Ratio | 0.028 | 0.059 | - | - | 0.012 | - | - | 0.107 | 0.049 |
| HCM Ctrl Dly (s/v) | 9.8 | 7.5 | - | - | 7.6 | - | - | 12.1 | 8.7 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.2 | - | - | 0 | - | - | 0.4 | 0.2 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 160 | 221 | 98 | 44 | |
| Future Volume (vph) | 160 | 221 | 98 | 44 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1792 | 1568 | 1827 | 1294 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1792 | 1568 | 1827 | 1294 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 240 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 6% | 3% | 4% | 27% | |
| Adj. Flow (vph) | 174 | 240 | 107 | 48 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 174 | 240 | 107 | 48 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.23 | 0.15 | 0.14 | 0.09 | |
| Control Delay (s/veh) | 12.4 | 0.2 | 10.1 | 11.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.4 | 0.2 | 10.1 | 11.2 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 10.1 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 39 | 0 | 22 | 10 | |
| Queue Length 95th (ft) | 75 | 0 | 46 | 27 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 746 | 1568 | 761 | 539 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.23 | 0.15 | 0.14 | 0.09 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.35 | | | |
| Intersection Signal Delay (s/veh): 6.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 18.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 160 | 221 | 98 | 44 |
| Future Volume (vph) | 160 | 221 | 98 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1792 | 1568 | 1827 | 1294 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1792 | 1568 | 1827 | 1294 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 174 | 240 | 107 | 48 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 174 | 240 | 107 | 48 |
| Heavy Vehicles (%) | 6% | 3% | 4% | 27% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 746 | 1568 | 761 | 539 |
| v/s Ratio Prot | c0.10 | | 0.06 | 0.04 |
| v/s Ratio Perm | | c0.15 | | |
| v/c Ratio | 0.23 | 0.15 | 0.14 | 0.09 |
| Uniform Delay, d1 | 11.3 | 0.0 | 10.8 | 10.6 |
| Progression Factor | 1.00 | 1.00 | 0.87 | 1.00 |
| Incremental Delay, d2 | 0.7 | 0.2 | 0.4 | 0.3 |
| Delay (s) | 12.0 | 0.2 | 9.8 | 10.9 |
| Level of Service | B | A | A | B |
| Approach Delay (s/veh) | | | 9.8 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.5 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.21 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

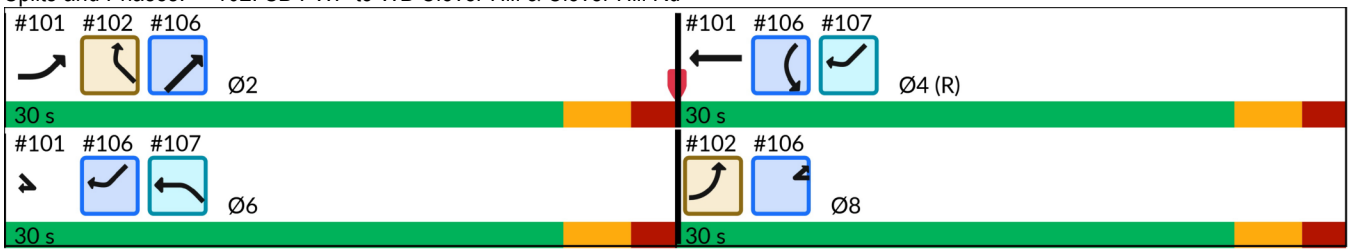
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 217 | 0 | 0 | 0 | 0 | 160 | | |
| Future Volume (vph) | 217 | 0 | 0 | 0 | 0 | 160 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1787 | 0 | 0 | 0 | 0 | 1792 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 0 | 0 | 0 | 1792 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 6% | | |
| Adj. Flow (vph) | 228 | 0 | 0 | 0 | 0 | 174 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 228 | 0 | 0 | 0 | 0 | 174 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.31 | | | | | 0.23 | | |
| Control Delay (s/veh) | 13.1 | | | | | 2.0 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 13.1 | | | | | 2.0 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 13.1 | | | | 2.0 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 53 | | | | | 3 | | |
| Queue Length 95th (ft) | 96 | | | | | 5 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 744 | | | | | 746 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.31 | | | | | 0.23 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.35 | | | |
| Intersection Signal Delay (s/veh): 8.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 17.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

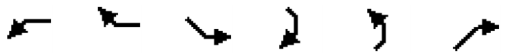
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 217 | 0 | 0 | 0 | 0 | 160 |
| Future Volume (vph) | 217 | 0 | 0 | 0 | 0 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1787 | | | | | 1792 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1787 | | | | | 1792 |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 228 | 0 | 0 | 0 | 0 | 174 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 228 | 0 | 0 | 0 | 0 | 174 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 6% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 744 | | | | | 746 |
| v/s Ratio Prot | c0.13 | | | | | c0.10 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.31 | | | | | 0.23 |
| Uniform Delay, d1 | 11.7 | | | | | 11.3 |
| Progression Factor | 1.00 | | | | | 0.11 |
| Incremental Delay, d2 | 1.1 | | | | | 0.7 |
| Delay (s) | 12.8 | | | | | 2.0 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.8 | | 0.0 | | 2.0 | |
| Approach LOS | B | | A | | A | |

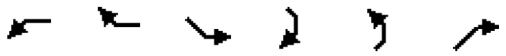
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 8.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.27 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 17.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 69 | 0 | 0 | 221 |
| Future Volume (vph) | 0 | 0 | 69 | 0 | 0 | 221 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1752 | 0 | 0 | 1596 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1752 | 0 | 0 | 1596 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 75 | 0 | 0 | 240 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 75 | 0 | 0 | 240 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 69 | 0 | 0 | 221 |
| Future Volume (Veh/h) | 0 | 0 | 69 | 0 | 0 | 221 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 75 | 0 | 0 | 240 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 240 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 240 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 90 | 100 | 100 | |
| cM capacity (veh/h) | | | 746 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 75 | 240 |
| Volume Left | 75 | 0 |
| Volume Right | 0 | 0 |
| cSH | 746 | 1700 |
| Volume to Capacity | 0.10 | 0.14 |
| Queue Length 95th (ft) | 8 | 0 |
| Control Delay (s/veh) | 10.4 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s/veh) | 10.4 | 0.0 |
| Approach LOS | B | |

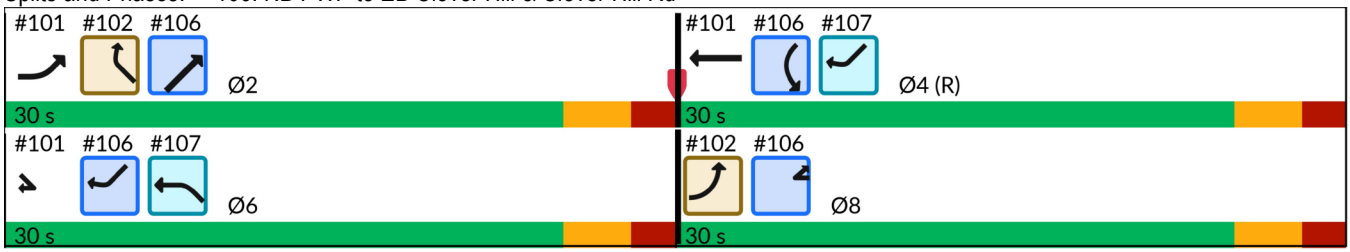
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 70 | 253 | 87 | 161 |
| Future Volume (vph) | 70 | 253 | 87 | 161 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1315 | 1881 | 1810 | 1553 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1315 | 1881 | 1810 | 1553 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 175 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 25% | 1% | 5% | 4% |
| Adj. Flow (vph) | 76 | 275 | 95 | 175 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 76 | 275 | 95 | 175 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.14 | 0.35 | 0.13 | 0.23 |
| Control Delay (s/veh) | 11.8 | 12.0 | 11.4 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.8 | 12.0 | 11.4 | 3.1 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 12.0 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 16 | 67 | 20 | 0 |
| Queue Length 95th (ft) | 39 | 112 | 45 | 30 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 547 | 783 | 754 | 749 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.35 | 0.13 | 0.23 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.35 | | | |
| Intersection Signal Delay (s/veh): 9.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 26.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 70 | 253 | 87 | 161 |
| Future Volume (vph) | 70 | 253 | 87 | 161 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1315 | 1881 | 1810 | 1553 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1315 | 1881 | 1810 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 76 | 275 | 95 | 175 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 102 |
| Lane Group Flow (vph) | 76 | 275 | 95 | 73 |
| Heavy Vehicles (%) | 25% | 1% | 5% | 4% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 547 | 783 | 754 | 647 |
| v/s Ratio Prot | c0.06 | c0.15 | 0.05 | 0.05 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.14 | 0.35 | 0.13 | 0.11 |
| Uniform Delay, d1 | 10.8 | 12.0 | 10.8 | 10.7 |
| Progression Factor | 1.00 | 0.88 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 1.2 | 0.3 | 0.4 |
| Delay (s) | 11.4 | 11.7 | 11.1 | 11.1 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 11.7 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.24 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 26.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

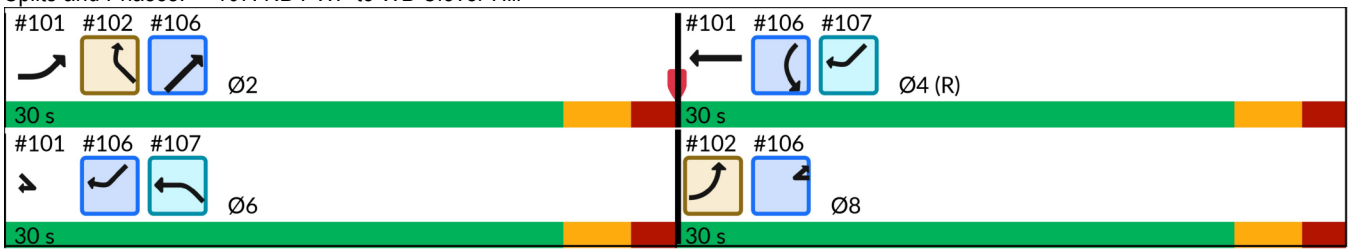
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 80 | 0 | 0 | 87 | | |
| Future Volume (vph) | 0 | 0 | 80 | 0 | 0 | 87 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1770 | 0 | 0 | 1810 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1770 | 0 | 0 | 1810 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 2% | 0% | 0% | 5% | | |
| Adj. Flow (vph) | 0 | 0 | 87 | 0 | 0 | 95 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 87 | 0 | 0 | 95 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.12 | | | 0.13 | | |
| Control Delay (s/veh) | | | 11.4 | | | 1.5 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 11.4 | | | 1.5 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 11.4 | | 1.5 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 18 | | | 1 | | |
| Queue Length 95th (ft) | | | 42 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 737 | | | 754 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.12 | | | 0.13 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.35 | | | |
| Intersection Signal Delay (s/veh): 6.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 21.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

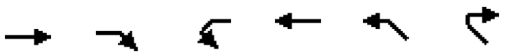
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 80 | 0 | 0 | 87 |
| Future Volume (vph) | 0 | 0 | 80 | 0 | 0 | 87 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1770 | | | 1810 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1770 | | | 1810 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 87 | 0 | 0 | 95 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 87 | 0 | 0 | 95 |
| Heavy Vehicles (%) | 0% | 0% | 2% | 0% | 0% | 5% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 737 | | | 754 |
| v/s Ratio Prot | | | c0.05 | | | c0.05 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.12 | | | 0.13 |
| Uniform Delay, d1 | | | 10.7 | | | 10.8 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 0.3 | | | 0.3 |
| Delay (s) | | | 11.1 | | | 1.5 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 11.1 | | 1.5 | |
| Approach LOS | A | | B | | A | |

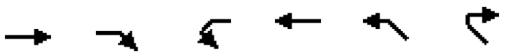
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.12 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 161 | 124 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 161 | 124 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1827 | 1671 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1827 | 1671 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 4% | 8% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 175 | 135 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 175 | 135 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 32.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 161 | 124 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 161 | 124 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 175 | 135 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 175 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 175 | 0 |
| tC, single (s) | | | 4.1 | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.3 |
| p0 queue free % | | | 100 | | 83 | 100 |
| cM capacity (veh/h) | | | 1636 | | 801 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 175 | 135 |
| Volume Left | 0 | 135 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 801 |
| Volume to Capacity | 0.10 | 0.17 |
| Queue Length 95th (ft) | 0 | 15 |
| Control Delay (s/veh) | 0.0 | 10.4 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 10.4 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.5 | | | |
| Intersection Capacity Utilization | 32.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 53 | 1 | 1 | 1 | 3 | 60 |
| Future Volume (vph) | 53 | 1 | 1 | 1 | 3 | 60 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1811 | 1900 | 1615 | 1805 | 1615 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1811 | 1900 | 1615 | 1805 | 1615 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 58 | 1 | 1 | 1 | 3 | 65 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 59 | 1 | 1 | 3 | 65 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 53 | 1 | 1 | 1 | 3 | 60 |
| Future Volume (Veh/h) | 53 | 1 | 1 | 1 | 3 | 60 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 58 | 1 | 1 | 1 | 3 | 65 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 7 | 6 | 6 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 7 | 6 | 6 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 94 | 100 | 100 | 100 | 100 | |
| cM capacity (veh/h) | 1015 | 892 | 892 | 1091 | 1636 | |

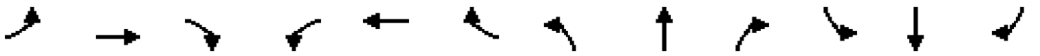
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 59 | 1 | 1 | 3 | 65 |
| Volume Left | 58 | 0 | 0 | 3 | 0 |
| Volume Right | 0 | 0 | 1 | 0 | 65 |
| cSH | 1013 | 892 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.06 | 0.00* | 0.00* | 0.00* | 0.04 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.8 | 9.0 | 8.3 | 7.2 | 0.0 |
| Lane LOS | A | A | A | A | |
| Approach Delay (s/veh) | 8.8 | 8.7 | | 0.3 | |
| Approach LOS | A | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 19.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 6 | 1 |
| Future Volume (vph) | 6 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 6 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.988 | | | 0.907 | | | 0.923 | | | 0.997 | |
| Flt Protected | | 0.969 | | | 0.988 | | | 0.998 | | | 0.962 | |
| Satd. Flow (prot) | 0 | 1819 | 0 | 0 | 1703 | 0 | 0 | 1750 | 0 | 0 | 1822 | 0 |
| Flt Permitted | | 0.969 | | | 0.988 | | | 0.998 | | | 0.962 | |
| Satd. Flow (perm) | 0 | 1819 | 0 | 0 | 1703 | 0 | 0 | 1750 | 0 | 0 | 1822 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 7 | 3 | 1 | 15 | 4 | 42 | 1 | 8 | 12 | 32 | 7 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 11 | 0 | 0 | 61 | 0 | 0 | 21 | 0 | 0 | 40 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 6 | 1 |
| Future Volume (Veh/h) | 6 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 6 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 3 | 1 | 15 | 4 | 42 | 1 | 8 | 12 | 32 | 7 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 90 | 94 | 8 | 90 | 88 | 14 | 8 | | | 20 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 90 | 94 | 8 | 90 | 88 | 14 | 8 | | | 20 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 98 | 99 | 96 | 100 | | | 98 | | |
| cM capacity (veh/h) | 848 | 784 | 1081 | 882 | 789 | 1072 | 1625 | | | 1609 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 61 | 21 | 40 |
| Volume Left | 7 | 15 | 1 | 32 |
| Volume Right | 1 | 42 | 12 | 1 |
| cSH | 846 | 996 | 1625 | 1609 |
| Volume to Capacity | 0.01 | 0.06 | 0.00* | 0.02 |
| Queue Length 95th (ft) | 1 | 5 | 0 | 2 |
| Control Delay (s/veh) | 9.3 | 8.9 | 0.3 | 5.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.3 | 8.9 | 0.3 | 5.9 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.6 | | | |
| Intersection Capacity Utilization | 18.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

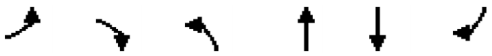
| Intersection | |
|---|---|
| Int Delay, s/veh | 6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 6 | 1 |
| Future Vol, veh/h | 6 | 3 | 1 | 14 | 4 | 39 | 1 | 7 | 11 | 29 | 6 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 3 | 1 | 15 | 4 | 42 | 1 | 8 | 12 | 32 | 7 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 90 | 94 | 8 | 90 | 88 | 14 | 8 | 0 | 0 | 20 | 0 | 0 |
| Stage 1 | 72 | 72 | - | 16 | 16 | - | - | - | - | - | - | - |
| Stage 2 | 18 | 22 | - | 74 | 72 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 900 | 800 | 1080 | 900 | 806 | 1072 | 1625 | - | - | 1609 | - | - |
| Stage 1 | 943 | 839 | - | 1009 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1006 | 881 | - | 940 | 839 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 847 | 783 | 1080 | 882 | 789 | 1072 | 1625 | - | - | 1609 | - | - |
| Mov Cap-2 Maneuver | 847 | 783 | - | 882 | 789 | - | - | - | - | - | - | - |
| Stage 1 | 942 | 822 | - | 1008 | 885 | - | - | - | - | - | - | - |
| Stage 2 | 961 | 880 | - | 917 | 822 | - | - | - | - | - | - | - |

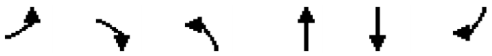
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 7.4 | 0.4 | 5.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 845 | 1567 | 1609 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.013 | 0.04 | 0.02 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.3 | 7.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.1 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 1 | 0 | 13 | 21 | 0 |
| Future Volume (vph) | 7 | 1 | 0 | 13 | 21 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1900 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1900 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 8 | 1 | 0 | 14 | 23 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 1 | 0 | 14 | 23 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 1 | 0 | 13 | 21 | 0 |
| Future Volume (Veh/h) | 7 | 1 | 0 | 13 | 21 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 1 | 0 | 14 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 37 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 37 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 981 | 1060 | 1605 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 1 | 14 | 23 |
| Volume Left | 8 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 981 | 1060 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

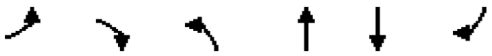
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 1 | 0 | 13 | 21 | 0 |
| Future Vol, veh/h | 7 | 1 | 0 | 13 | 21 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 1 | 0 | 14 | 23 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 37 | 23 | - | 0 | - | 0 |
| Stage 1 | 23 | - | - | - | - | - |
| Stage 2 | 14 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 981 | 1060 | 0 | - | - | 0 |
| Stage 1 | 1005 | - | 0 | - | - | 0 |
| Stage 2 | 1014 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 981 | 1060 | - | - | - | - |
| Mov Cap-2 Maneuver | 981 | - | - | - | - | - |
| Stage 1 | 1005 | - | - | - | - | - |
| Stage 2 | 1014 | - | - | - | - | - |

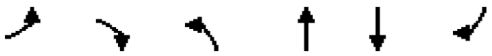
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 981 | 1060 | - |
| HCM Lane V/C Ratio | - | 0.008 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 1 | 10 | 42 | 35 | 17 |
| Future Volume (vph) | 10 | 1 | 10 | 42 | 35 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | | 0.850 |
| Flt Protected | 0.956 | | | 0.990 | | |
| Satd. Flow (prot) | 1796 | 0 | 0 | 1881 | 1900 | 1615 |
| Flt Permitted | 0.956 | | | 0.990 | | |
| Satd. Flow (perm) | 1796 | 0 | 0 | 1881 | 1900 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 11 | 1 | 11 | 46 | 38 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 12 | 0 | 0 | 57 | 38 | 18 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 19.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 1 | 10 | 42 | 35 | 17 |
| Future Volume (Veh/h) | 10 | 1 | 10 | 42 | 35 | 17 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 1 | 11 | 46 | 38 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 106 | 38 | 56 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 106 | 38 | 56 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 99 | | | |
| cM capacity (veh/h) | 890 | 1040 | 1562 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 12 | 57 | 38 | 18 |
| Volume Left | 11 | 11 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 18 |
| cSH | 901 | 1562 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00* | 0.02 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s/veh) | 9.0 | 1.5 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.0 | 1.5 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 19.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

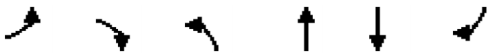
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 1 | 10 | 42 | 35 | 17 |
| Future Vol, veh/h | 10 | 1 | 10 | 42 | 35 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 1 | 11 | 46 | 38 | 18 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 106 | 38 | 56 | 0 | - | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 68 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 897 | 1040 | 1562 | - | - | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 891 | 1040 | 1562 | - | - | - |
| Mov Cap-2 Maneuver | 891 | - | - | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |

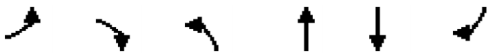
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 1.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1562 | - | 903 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.013 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 21 | 31 | 25 | 29 | 10 |
| Future Volume (vph) | 11 | 21 | 31 | 25 | 29 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.965 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1597 | 1615 | 1805 | 1900 | 1834 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1597 | 1615 | 1805 | 1900 | 1834 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 13% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 12 | 23 | 34 | 27 | 32 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 12 | 23 | 34 | 27 | 43 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 11 | 21 | 31 | 25 | 29 | 10 |
| Future Volume (Veh/h) | 11 | 21 | 31 | 25 | 29 | 10 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 23 | 34 | 27 | 32 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 133 | 38 | 43 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 133 | 38 | 43 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 98 | 98 | | | |
| cM capacity (veh/h) | 818 | 1040 | 1579 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 12 | 23 | 34 | 27 | 43 |
| Volume Left | 12 | 0 | 34 | 0 | 0 |
| Volume Right | 0 | 23 | 0 | 0 | 11 |
| cSH | 818 | 1040 | 1579 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.02 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 1 | 2 | 2 | 0 | 0 |
| Control Delay (s/veh) | 9.5 | 8.5 | 7.3 | 0.0 | 0.0 |
| Lane LOS | A | A | A | | |
| Approach Delay (s/veh) | 8.9 | | 4.1 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 21 | 31 | 25 | 29 | 10 |
| Future Vol, veh/h | 11 | 21 | 31 | 25 | 29 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 12 | 23 | 34 | 27 | 32 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 133 | 38 | 43 | 0 | - | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 95 | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.53 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 835 | 1040 | 1579 | - | - | - |
| Stage 1 | 957 | - | - | - | - | - |
| Stage 2 | 902 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 817 | 1040 | 1579 | - | - | - |
| Mov Cap-2 Maneuver | 817 | - | - | - | - | - |
| Stage 1 | 936 | - | - | - | - | - |
| Stage 2 | 902 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 4.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1579 | - | 817 | 1040 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.015 | 0.022 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | - | 9.5 | 8.5 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 36 | 6 | 6 | 25 | 6 |
| Future Volume (vph) | 3 | 36 | 6 | 6 | 25 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.875 | | 0.932 | | | |
| Flt Protected | 0.996 | | | | | 0.962 |
| Satd. Flow (prot) | 1656 | 0 | 1771 | 0 | 0 | 1745 |
| Flt Permitted | 0.996 | | | | | 0.962 |
| Satd. Flow (perm) | 1656 | 0 | 1771 | 0 | 0 | 1745 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 6% | 0% |
| Adj. Flow (vph) | 3 | 39 | 7 | 7 | 27 | 7 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 42 | 0 | 14 | 0 | 0 | 34 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 3 | 36 | 6 | 6 | 25 | 6 |
| Future Volume (Veh/h) | 3 | 36 | 6 | 6 | 25 | 6 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 39 | 7 | 7 | 27 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 72 | 11 | | | 14 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 72 | 11 | | | 14 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 100 | 96 | | | 98 | |
| cM capacity (veh/h) | 922 | 1077 | | | 1578 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 42 | 14 | 34 |
| Volume Left | 3 | 0 | 27 |
| Volume Right | 39 | 7 | 0 |
| cSH | 1064 | 1700 | 1578 |
| Volume to Capacity | 0.04 | 0.00* | 0.02 |
| Queue Length 95th (ft) | 3 | 0 | 1 |
| Control Delay (s/veh) | 8.5 | 0.0 | 5.8 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.5 | 0.0 | 5.8 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.2 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 36 | 6 | 6 | 25 | 6 |
| Future Vol, veh/h | 3 | 36 | 6 | 6 | 25 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 3 | 39 | 7 | 7 | 27 | 7 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 72 | 11 | 0 | 0 | 14 | 0 |
| Stage 1 | 11 | - | - | - | - | - |
| Stage 2 | 61 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.254 | - |
| Pot Cap-1 Maneuver | 937 | 1076 | - | - | 1578 | - |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 967 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 921 | 1076 | - | - | 1578 | - |
| Mov Cap-2 Maneuver | 921 | - | - | - | - | - |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 951 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.5 | 0 | 5.9 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1062 | 1578 | - |
| HCM Lane V/C Ratio | - | - | 0.04 | 0.017 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.5 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 52 | 0 | 0 | 52 |
| Future Volume (vph) | 0 | 0 | 52 | 0 | 0 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 57 | 0 | 0 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 57 | 0 | 0 | 57 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 52 | 0 | 0 | 52 |
| Future Volume (Veh/h) | 0 | 0 | 52 | 0 | 0 | 52 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 57 | 0 | 0 | 57 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 114 | 57 | | | 57 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 114 | 57 | | | 57 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 887 | 1015 | | | 1560 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 57 | 57 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1560 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 52 | 0 | 0 | 52 |
| Future Vol, veh/h | 0 | 0 | 52 | 0 | 0 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 57 | 0 | 0 | 57 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 114 | 57 | 0 | 0 | 57 | 0 |
| Stage 1 | 57 | - | - | - | - | - |
| Stage 2 | 57 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 887 | 1015 | - | - | 1560 | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 971 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 887 | 1015 | - | - | 1560 | - |
| Mov Cap-2 Maneuver | 887 | - | - | - | - | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 971 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1560 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 52 | 0 | 0 | 52 |
| Future Volume (vph) | 0 | 0 | 52 | 0 | 0 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 57 | 0 | 0 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 57 | 0 | 0 | 57 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 52 | 0 | 0 | 52 |
| Future Volume (Veh/h) | 0 | 0 | 52 | 0 | 0 | 52 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 57 | 0 | 0 | 57 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 114 | 57 | | | 57 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 114 | 57 | | | 57 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 887 | 1015 | | | 1560 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 57 | 57 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1560 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 52 | 0 | 0 | 52 |
| Future Vol, veh/h | 0 | 0 | 52 | 0 | 0 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 57 | 0 | 0 | 57 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 114 | 57 | 0 | 0 | 57 | 0 |
| Stage 1 | 57 | - | - | - | - | - |
| Stage 2 | 57 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 887 | 1015 | - | - | 1560 | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 971 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 887 | 1015 | - | - | 1560 | - |
| Mov Cap-2 Maneuver | 887 | - | - | - | - | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 971 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1560 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 50 | 52 | 0 | 1 | 4 |
| Future Volume (vph) | 0 | 50 | 52 | 0 | 1 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1900 | 1900 | 0 | 1678 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1900 | 1900 | 0 | 1678 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 54 | 57 | 0 | 1 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 54 | 57 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 50 | 52 | 0 | 1 | 4 |
| Future Volume (Veh/h) | 0 | 50 | 52 | 0 | 1 | 4 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 54 | 57 | 0 | 1 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 57 | | | | 111 | 57 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 57 | | | | 111 | 57 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1560 | | | | 891 | 1015 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 54 | 57 | 5 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1560 | 1700 | 987 |
| Volume to Capacity | 0.00 | 0.03 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

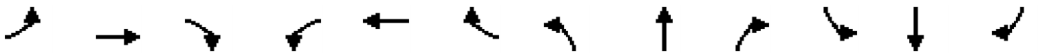
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 50 | 52 | 0 | 1 | 4 |
| Future Vol, veh/h | 0 | 50 | 52 | 0 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 54 | 57 | 0 | 1 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 57 | 0 | - | 0 | 111 | 57 |
| Stage 1 | - | - | - | - | 57 | - |
| Stage 2 | - | - | - | - | 54 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1560 | - | - | - | 891 | 1015 |
| Stage 1 | - | - | - | - | 971 | - |
| Stage 2 | - | - | - | - | 974 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1560 | - | - | - | 891 | 1015 |
| Mov Cap-2 Maneuver | - | - | - | - | 891 | - |
| Stage 1 | - | - | - | - | 971 | - |
| Stage 2 | - | - | - | - | 974 | - |

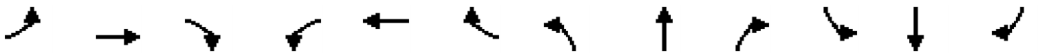
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1560 | - | 988 |
| HCM Lane V/C Ratio | - | - | - | - | 0.006 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 8.7 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 24 | 21 | 0 | 6 | 18 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Future Volume (vph) | 24 | 21 | 0 | 6 | 18 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.910 | | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3610 | 0 | 1805 | 3183 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1805 | 3610 | 0 | 1805 | 3183 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 26 | 23 | 0 | 7 | 20 | 30 | 0 | 3 | 0 | 47 | 0 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 26 | 23 | 0 | 7 | 50 | 0 | 0 | 3 | 0 | 0 | 47 | 26 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 24 | 21 | 0 | 6 | 18 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Future Volume (Veh/h) | 24 | 21 | 0 | 6 | 18 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 23 | 0 | 7 | 20 | 30 | 0 | 3 | 0 | 47 | 0 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 50 | | | 23 | | | 112 | 139 | 12 | 114 | 124 | 25 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 50 | | | 23 | | | 112 | 139 | 12 | 114 | 124 | 25 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 94 | 100 | 98 |
| cM capacity (veh/h) | 1570 | | | 1605 | | | 825 | 740 | 1073 | 841 | 754 | 1052 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 26 | 15 | 8 | 7 | 13 | 37 | 3 | 73 |
| Volume Left | 26 | 0 | 0 | 7 | 0 | 0 | 0 | 47 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 26 |
| cSH | 1570 | 1700 | 1700 | 1605 | 1700 | 1700 | 740 | 1306 |
| Volume to Capacity | 0.02 | 0.00* | 0.00* | 0.00* | 0.00* | 0.02 | 0.00* | 0.06 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s/veh) | 7.3 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 9.9 | 9.2 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.9 | | | 0.9 | | | 9.9 | 9.2 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.2 | | | |
| Intersection Capacity Utilization | 23.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 21 | 0 | 6 | 18 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Future Vol, veh/h | 24 | 21 | 0 | 6 | 18 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 26 | 23 | 0 | 7 | 20 | 30 | 0 | 3 | 0 | 47 | 0 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 50 | 0 | 0 | 23 | 0 | 0 | 99 | 139 | 12 | 114 | 124 | 25 |
| Stage 1 | - | - | - | - | - | - | 75 | 75 | - | 49 | 49 | - |
| Stage 2 | - | - | - | - | - | - | 24 | 64 | - | 65 | 75 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1570 | - | - | 1605 | - | - | 878 | 756 | 1072 | 857 | 770 | 1052 |
| Stage 1 | - | - | - | - | - | - | 931 | 836 | - | 964 | 858 | - |
| Stage 2 | - | - | - | - | - | - | 996 | 846 | - | 944 | 836 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1570 | - | - | 1605 | - | - | 843 | 740 | 1072 | 841 | 754 | 1052 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 843 | 740 | - | 841 | 754 | - |
| Stage 1 | - | - | - | - | - | - | 915 | 822 | - | 948 | 855 | - |
| Stage 2 | - | - | - | - | - | - | 967 | 843 | - | 925 | 822 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.9 | 0.8 | 9.9 | 9.1 |
| HCM LOS | | | A | A |

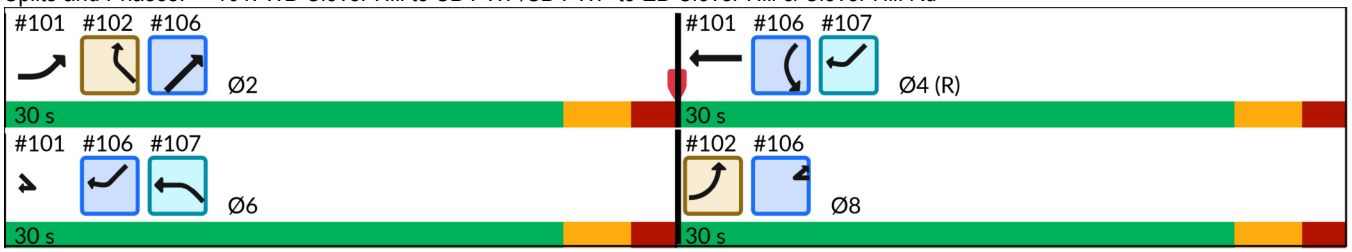
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 740 | 1570 | - | - | 1605 | - | - | 841 | 1052 |
| HCM Lane V/C Ratio | 0.004 | 0.017 | - | - | 0.004 | - | - | 0.056 | 0.025 |
| HCM Ctrl Dly (s/v) | 9.9 | 7.3 | - | - | 7.3 | - | - | 9.5 | 8.5 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.2 | 0.1 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 23 | 31 | 34 | 29 | |
| Future Volume (vph) | 23 | 31 | 34 | 29 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 127 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | |
| Adj. Flow (vph) | 25 | 34 | 37 | 32 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 25 | 34 | 37 | 32 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.03 | 0.02 | 0.05 | 0.05 | |
| Control Delay (s/veh) | 10.6 | 0.0 | 8.3 | 10.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 10.6 | 0.0 | 8.3 | 10.7 | |
| LOS | B | A | A | B | |
| Approach Delay (s/veh) | | | 8.3 | | |
| Approach LOS | | | A | | |
| Queue Length 50th (ft) | 5 | 0 | 6 | 7 | |
| Queue Length 95th (ft) | 17 | 0 | 17 | 20 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 791 | 1615 | 791 | 685 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.03 | 0.02 | 0.05 | 0.05 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.29 | | | |
| Intersection Signal Delay (s/veh): 7.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 16.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 23 | 31 | 34 | 29 |
| Future Volume (vph) | 23 | 31 | 34 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 25 | 34 | 37 | 32 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 25 | 34 | 37 | 32 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 791 | 1615 | 791 | 685 |
| v/s Ratio Prot | 0.01 | | c0.02 | c0.02 |
| v/s Ratio Perm | | 0.02 | | |
| v/c Ratio | 0.03 | 0.02 | 0.05 | 0.05 |
| Uniform Delay, d1 | 10.3 | 0.0 | 10.4 | 10.4 |
| Progression Factor | 1.00 | 1.00 | 0.77 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.0 | 0.1 | 0.1 |
| Delay (s) | 10.4 | 0.0 | 8.1 | 10.5 |
| Level of Service | B | A | A | B |
| Approach Delay (s/veh) | | | 8.1 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 7.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.05 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 16.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

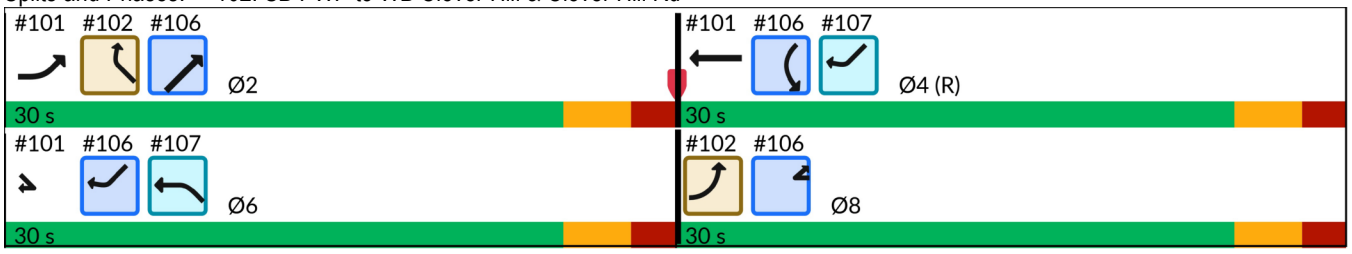
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 174 | 0 | 0 | 0 | 0 | 23 | | |
| Future Volume (vph) | 174 | 0 | 0 | 0 | 0 | 23 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 189 | 0 | 0 | 0 | 0 | 25 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 189 | 0 | 0 | 0 | 0 | 25 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.25 | | | | | 0.03 | | |
| Control Delay (s/veh) | 12.6 | | | | | 1.5 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.6 | | | | | 1.5 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 12.6 | | | | 1.5 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 43 | | | | | 1 | | |
| Queue Length 95th (ft) | 81 | | | | | 1 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 752 | | | | | 791 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.25 | | | | | 0.03 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.29 | | | |
| Intersection Signal Delay (s/veh): 11.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 14.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

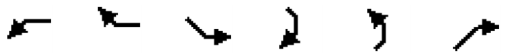
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 174 | 0 | 0 | 0 | 0 | 23 |
| Future Volume (vph) | 174 | 0 | 0 | 0 | 0 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1805 | | | | | 1900 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1805 | | | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 189 | 0 | 0 | 0 | 0 | 25 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 189 | 0 | 0 | 0 | 0 | 25 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 752 | | | | | 791 |
| v/s Ratio Prot | c0.10 | | | | | c0.01 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.25 | | | | | 0.03 |
| Uniform Delay, d1 | 11.4 | | | | | 10.3 |
| Progression Factor | 1.00 | | | | | 0.14 |
| Incremental Delay, d2 | 0.8 | | | | | 0.1 |
| Delay (s) | 12.2 | | | | | 1.5 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.2 | | 0.0 | | 1.5 | |
| Approach LOS | B | | A | | A | |

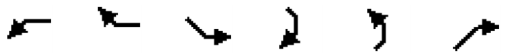
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.14 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 14.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 49 | 0 | 0 | 31 |
| Future Volume (vph) | 0 | 0 | 49 | 0 | 0 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 53 | 0 | 0 | 34 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 53 | 0 | 0 | 34 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 49 | 0 | 0 | 31 |
| Future Volume (Veh/h) | 0 | 0 | 49 | 0 | 0 | 31 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 53 | 0 | 0 | 34 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 34 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 34 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 95 | 100 | 100 | |
| cM capacity (veh/h) | | | 984 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 53 | 34 |
| Volume Left | 53 | 0 |
| Volume Right | 0 | 0 |
| cSH | 984 | 1700 |
| Volume to Capacity | 0.05 | 0.02 |
| Queue Length 95th (ft) | 4 | 0 |
| Control Delay (s/veh) | 8.9 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 8.9 | 0.0 |
| Approach LOS | A | |

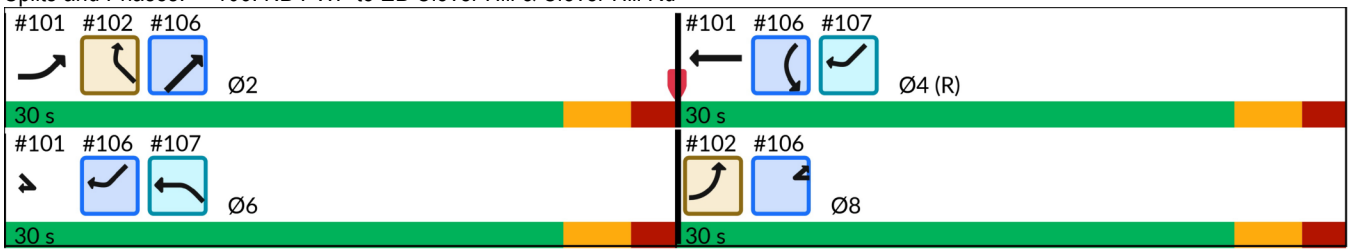
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.4 | | | |
| Intersection Capacity Utilization | 15.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 59 | 182 | 59 | 214 |
| Future Volume (vph) | 59 | 182 | 59 | 214 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1494 | 1900 | 1900 | 1583 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1494 | 1900 | 1900 | 1583 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 233 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 10% | 0% | 0% | 2% |
| Adj. Flow (vph) | 64 | 198 | 64 | 233 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 64 | 198 | 64 | 233 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.10 | 0.25 | 0.08 | 0.29 |
| Control Delay (s/veh) | 11.3 | 14.4 | 11.0 | 3.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.3 | 14.4 | 11.0 | 3.0 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 14.4 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 13 | 65 | 13 | 0 |
| Queue Length 95th (ft) | 33 | 119 | 33 | 34 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 622 | 791 | 791 | 795 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.25 | 0.08 | 0.29 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.29 | | | |
| Intersection Signal Delay (s/veh): 8.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 22.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 59 | 182 | 59 | 214 |
| Future Volume (vph) | 59 | 182 | 59 | 214 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1494 | 1900 | 1900 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1494 | 1900 | 1900 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 64 | 198 | 64 | 233 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 136 |
| Lane Group Flow (vph) | 64 | 198 | 64 | 97 |
| Heavy Vehicles (%) | 10% | 0% | 0% | 2% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 622 | 791 | 791 | 659 |
| v/s Ratio Prot | c0.04 | c0.10 | 0.03 | 0.06 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.10 | 0.25 | 0.08 | 0.15 |
| Uniform Delay, d1 | 10.7 | 11.4 | 10.6 | 10.9 |
| Progression Factor | 1.00 | 1.16 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.7 | 0.2 | 0.5 |
| Delay (s) | 11.0 | 14.0 | 10.8 | 11.3 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 14.0 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 12.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.18 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

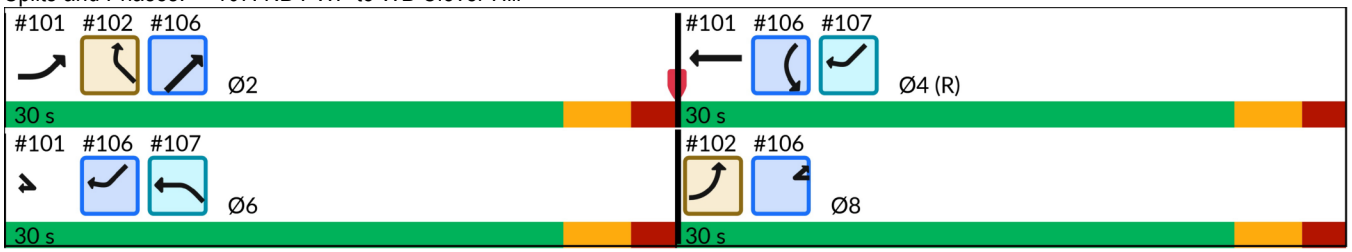
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 24 | 0 | 0 | 59 | | |
| Future Volume (vph) | 0 | 0 | 24 | 0 | 0 | 59 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 26 | 0 | 0 | 64 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 26 | 0 | 0 | 64 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.03 | | | 0.08 | | |
| Control Delay (s/veh) | | | 10.6 | | | 1.4 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 10.6 | | | 1.4 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 10.6 | | 1.4 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 5 | | | 1 | | |
| Queue Length 95th (ft) | | | 17 | | | 2 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 752 | | | 791 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.03 | | | 0.08 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.29 | | | |
| Intersection Signal Delay (s/veh): 4.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 17.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

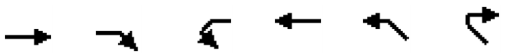
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 24 | 0 | 0 | 59 |
| Future Volume (vph) | 0 | 0 | 24 | 0 | 0 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1805 | | | 1900 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1805 | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 26 | 0 | 0 | 64 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 26 | 0 | 0 | 64 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 752 | | | 791 |
| v/s Ratio Prot | | | c0.01 | | | c0.03 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.03 | | | 0.08 |
| Uniform Delay, d1 | | | 10.4 | | | 10.6 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 0.1 | | | 0.2 |
| Delay (s) | | | 10.4 | | | 1.4 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 10.4 | | 1.4 | |
| Approach LOS | A | | B | | A | |

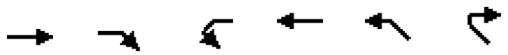
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 4.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.06 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 17.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 214 | 15 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 214 | 15 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 233 | 16 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 233 | 16 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 35.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

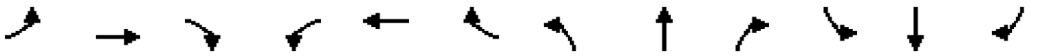


| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 214 | 15 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 214 | 15 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 233 | 16 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 233 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 233 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 98 | 100 |
| cM capacity (veh/h) | | | 1636 | | 760 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 233 | 16 |
| Volume Left | 0 | 16 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 760 |
| Volume to Capacity | 0.14 | 0.02 |
| Queue Length 95th (ft) | 0 | 2 |
| Control Delay (s/veh) | 0.0 | 9.8 |
| Lane LOS | | A |
| Approach Delay (s/veh) | 0.0 | 9.8 |
| Approach LOS | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Future Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.960 | | | 0.982 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1506 | 1569 | 0 | 1830 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Flt Permitted | | 0.587 | | | 0.658 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 921 | 1569 | 0 | 1226 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | | 210 | | | 113 | | | 134 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 28% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 3% |
| Adj. Flow (vph) | 149 | 28 | 173 | 51 | 89 | 210 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 177 | 173 | 0 | 140 | 210 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 36.2 | 36.2 | | 36.2 | 36.2 | 30.2 | 103.7 | 170.8 | 11.5 | 81.7 | 170.8 |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.21 | 0.21 | 0.18 | 0.61 | 1.00 | 0.07 | 0.48 | 1.00 |
| v/c Ratio | | 0.91 | 0.37 | | 0.54 | 0.42 | 1.15 | 0.95 | 0.03 | 0.44 | 0.82 | 0.19 |
| Control Delay (s/veh) | | 110.2 | 9.9 | | 71.3 | 9.6 | 157.1 | 43.7 | 0.0 | 91.8 | 42.8 | 0.3 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 110.2 | 9.9 | | 71.3 | 9.6 | 157.1 | 43.7 | 0.0 | 91.8 | 42.8 | 0.3 |
| LOS | | F | A | | E | A | F | D | A | F | D | A |
| Approach Delay (s/veh) | | 60.6 | | | 34.3 | | | 60.1 | | | 36.2 | |
| Approach LOS | | E | | | C | | | E | | | D | |
| Queue Length 50th (ft) | | 195 | 0 | | 141 | 0 | ~468 | 1096 | 0 | 50 | 612 | 0 |
| Queue Length 95th (ft) | | #406 | 73 | | 248 | 80 | #783 | #1341 | 0 | 105 | 702 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 194 | 468 | | 259 | 501 | 312 | 2069 | 1470 | 277 | 1866 | 1568 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.91 | 0.37 | | 0.54 | 0.42 | 1.15 | 0.95 | 0.03 | 0.17 | 0.66 | 0.19 |

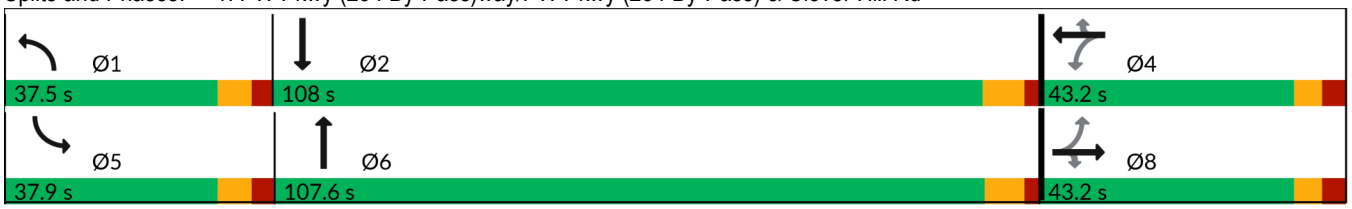
Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 170.8 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.15 | | | |
| Intersection Signal Delay (s/veh): 50.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 90.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Future Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1505 | 1569 | | 1830 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Flt Permitted | | 0.59 | 1.00 | | 0.66 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 921 | 1569 | | 1227 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 149 | 28 | 173 | 51 | 89 | 210 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| RTOR Reduction (vph) | 0 | 0 | 137 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 177 | 36 | 0 | 140 | 44 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| Heavy Vehicles (%) | 28% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 3% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 36.2 | 36.2 | | 36.2 | 36.2 | 30.2 | 103.7 | 172.4 | 9.8 | 83.4 | 172.4 |
| Effective Green, g (s) | | 36.2 | 36.2 | | 36.2 | 36.2 | 30.2 | 103.7 | 172.4 | 9.8 | 83.4 | 172.4 |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.21 | 0.21 | 0.18 | 0.60 | 1.00 | 0.06 | 0.48 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 193 | 329 | | 257 | 332 | 310 | 2049 | 1470 | 89 | 1532 | 1568 |
| v/s Ratio Prot | | | | | | | c0.20 | c0.58 | | 0.03 | 0.39 | |
| v/s Ratio Perm | | c0.19 | 0.02 | | 0.11 | 0.03 | | | 0.03 | | | 0.19 |
| v/c Ratio | | 0.92 | 0.11 | | 0.54 | 0.13 | 1.16 | 0.96 | 0.03 | 0.52 | 0.81 | 0.19 |
| Uniform Delay, d1 | | 66.6 | 55.1 | | 60.7 | 55.3 | 71.1 | 32.5 | 0.0 | 79.0 | 37.7 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 41.7 | 0.1 | | 2.4 | 0.2 | 101.1 | 12.2 | 0.0 | 6.6 | 3.2 | 0.3 |
| Delay (s) | | 108.3 | 55.2 | | 63.1 | 55.5 | 172.2 | 44.7 | 0.0 | 85.6 | 40.9 | 0.3 |
| Level of Service | | F | E | | E | E | F | D | A | F | D | A |
| Approach Delay (s/veh) | | 82.1 | | | 58.6 | | | 63.2 | | | 34.5 | |
| Approach LOS | | F | | | E | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 54.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.01 | | |
| Actuated Cycle Length (s) | 172.4 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 90.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 300 | 3 | 0 | 22 | 53 | 636 |
| Future Volume (vph) | 300 | 3 | 0 | 22 | 53 | 636 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1576 | 1900 | 1615 | 1805 | 1568 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1576 | 1900 | 1615 | 1805 | 1568 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 15% | 0% | 0% | 0% | 0% | 3% |
| Adj. Flow (vph) | 326 | 3 | 0 | 24 | 58 | 691 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 329 | 0 | 24 | 58 | 691 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 42.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

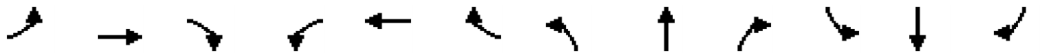
| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 300 | 3 | 0 | 22 | 53 | 636 |
| Future Volume (Veh/h) | 300 | 3 | 0 | 22 | 53 | 636 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 326 | 3 | 0 | 24 | 58 | 691 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 116 | 116 | 116 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 116 | 116 | 116 | 0 | 0 | |
| tC, single (s) | 7.2 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 59 | 100 | 100 | 98 | 96 | |
| cM capacity (veh/h) | 791 | 750 | 750 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 329 | 0 | 24 | 58 | 691 |
| Volume Left | 326 | 0 | 0 | 58 | 0 |
| Volume Right | 0 | 0 | 24 | 0 | 691 |
| cSH | 790 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.42 | 0.00 | 0.02 | 0.04 | 0.41 |
| Queue Length 95th (ft) | 52 | 0 | 2 | 3 | 0 |
| Control Delay (s/veh) | 12.8 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 12.8 | 8.4 | | 0.6 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.4 | | | |
| Intersection Capacity Utilization | 42.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 12 | 28 | 377 | 3 | 22 | 64 | 106 | 5 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 12 | 28 | 377 | 3 | 22 | 64 | 106 | 5 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.878 | | | 0.903 | | | 0.999 | |
| Flt Protected | | 0.976 | | | 0.999 | | | 0.998 | | | 0.955 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1637 | 0 | 0 | 1605 | 0 | 0 | 1798 | 0 |
| Flt Permitted | | 0.976 | | | 0.999 | | | 0.998 | | | 0.955 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1637 | 0 | 0 | 1605 | 0 | 0 | 1798 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 27% | 0% | 0% | 20% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 13 | 30 | 410 | 3 | 24 | 70 | 115 | 5 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 453 | 0 | 0 | 97 | 0 | 0 | 121 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 44.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 12 | 28 | 377 | 3 | 22 | 64 | 106 | 5 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 12 | 28 | 377 | 3 | 22 | 64 | 106 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 13 | 30 | 410 | 3 | 24 | 70 | 115 | 5 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 316 | 336 | 6 | 302 | 301 | 59 | 6 | | | 94 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 316 | 336 | 6 | 302 | 301 | 59 | 6 | | | 94 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 95 | 59 | 100 | | | 92 | | |
| cM capacity (veh/h) | 343 | 543 | 1083 | 615 | 567 | 1007 | 1628 | | | 1513 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 453 | 97 | 121 |
| Volume Left | 1 | 13 | 3 | 115 |
| Volume Right | 1 | 410 | 70 | 1 |
| cSH | 521 | 941 | 1628 | 1513 |
| Volume to Capacity | 0.00* | 0.48 | 0.00* | 0.08 |
| Queue Length 95th (ft) | 0 | 67 | 0 | 6 |
| Control Delay (s/veh) | 11.9 | 12.3 | 0.2 | 7.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s/veh) | 11.9 | 12.3 | 0.2 | 7.2 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.7 | | | |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

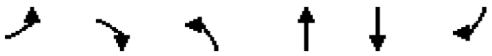
| Intersection | |
|---|---|
| Int Delay, s/veh | 8.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 12 | 28 | 377 | 3 | 22 | 64 | 106 | 5 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 12 | 28 | 377 | 3 | 22 | 64 | 106 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 27 | 0 | 0 | 20 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 13 | 30 | 410 | 3 | 24 | 70 | 115 | 5 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 316 | 336 | 6 | 301 | 301 | 59 | 6 | 0 | 0 | 94 | 0 | 0 |
| Stage 1 | 236 | 236 | - | 65 | 65 | - | - | - | - | - | - | - |
| Stage 2 | 80 | 100 | - | 236 | 236 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.22 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.318 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 641 | 588 | 1083 | 655 | 615 | 1007 | 1628 | - | - | 1513 | - | - |
| Stage 1 | 772 | 713 | - | 951 | 845 | - | - | - | - | - | - | - |
| Stage 2 | 934 | 816 | - | 772 | 713 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 343 | 542 | 1083 | 616 | 567 | 1007 | 1628 | - | - | 1513 | - | - |
| Mov Cap-2 Maneuver | 343 | 542 | - | 616 | 567 | - | - | - | - | - | - | - |
| Stage 1 | 770 | 659 | - | 949 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 533 | 814 | - | 713 | 659 | - | - | - | - | - | - | - |

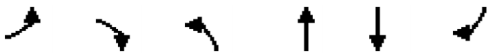
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.9 | 10.4 | 0.2 | 7.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1628 | - | - | 521 | 1114 | 1513 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.004 | 0.407 | 0.076 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 11.9 | 10.4 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 2 | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 84 | 1 | 0 | 5 | 18 | 0 |
| Future Volume (vph) | 84 | 1 | 0 | 5 | 18 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1687 | 1615 | 0 | 1900 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1687 | 1615 | 0 | 1900 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 7% | 0% | 0% | 0% | 6% | 0% |
| Adj. Flow (vph) | 91 | 1 | 0 | 5 | 20 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 91 | 1 | 0 | 5 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 14.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 84 | 1 | 0 | 5 | 18 | 0 |
| Future Volume (Veh/h) | 84 | 1 | 0 | 5 | 18 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 91 | 1 | 0 | 5 | 20 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | 20 | 20 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | 20 | 20 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 91 | 100 | 100 | | | |
| cM capacity (veh/h) | 978 | 1064 | 1609 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 91 | 1 | 5 | 20 |
| Volume Left | 91 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 978 | 1064 | 1700 | 1700 |
| Volume to Capacity | 0.09 | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 8 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.1 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.1 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.1 | | |
| Intersection Capacity Utilization | 14.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

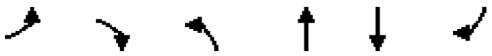
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 84 | 1 | 0 | 5 | 18 | 0 |
| Future Vol, veh/h | 84 | 1 | 0 | 5 | 18 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 91 | 1 | 0 | 5 | 20 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 25 | 20 | - | 0 | - | 0 |
| Stage 1 | 20 | - | - | - | - | - |
| Stage 2 | 5 | - | - | - | - | - |
| Critical Hdwy | 6.47 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 978 | 1064 | 0 | - | - | 0 |
| Stage 1 | 990 | - | 0 | - | - | 0 |
| Stage 2 | 1005 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 978 | 1064 | - | - | - | - |
| Mov Cap-2 Maneuver | 978 | - | - | - | - | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 1005 | - | - | - | - | - |

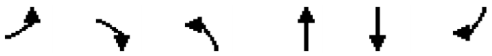
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 978 | 1064 | - |
| HCM Lane V/C Ratio | - | 0.093 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 9.1 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0.3 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 105 | 296 | 113 | 30 |
| Future Volume (vph) | 0 | 0 | 105 | 296 | 113 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.987 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1817 | 1881 | 1380 |
| Flt Permitted | | | | 0.987 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1817 | 1881 | 1380 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 4% | 1% | 17% |
| Adj. Flow (vph) | 0 | 0 | 114 | 322 | 120 | 33 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 436 | 120 | 33 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

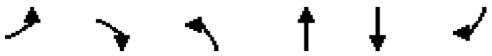
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 31.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 105 | 296 | 113 | 30 |
| Future Volume (Veh/h) | 0 | 0 | 105 | 296 | 113 | 30 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 114 | 322 | 120 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 670 | 120 | 153 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 670 | 120 | 153 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 92 | | | |
| cM capacity (veh/h) | 392 | 937 | 1434 | | | |

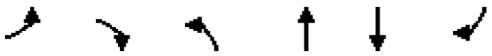
| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 436 | 120 | 33 |
| Volume Left | 114 | 0 | 0 |
| Volume Right | 0 | 0 | 33 |
| cSH | 1434 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.07 | 0.02 |
| Queue Length 95th (ft) | 6 | 0 | 0 |
| Control Delay (s/veh) | 2.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 2.6 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 31.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 35 | 137 | 62 | 58 | 71 | 33 |
| Future Volume (vph) | 35 | 137 | 62 | 58 | 71 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.957 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1770 | 1827 | 1765 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1770 | 1827 | 1765 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 2% | 4% | 3% | 3% |
| Adj. Flow (vph) | 38 | 149 | 67 | 63 | 77 | 36 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 38 | 149 | 67 | 63 | 113 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 35 | 137 | 62 | 58 | 71 | 33 |
| Future Volume (Veh/h) | 35 | 137 | 62 | 58 | 71 | 33 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 149 | 67 | 63 | 77 | 36 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 292 | 95 | 113 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 292 | 95 | 113 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 94 | 85 | 95 | | | |
| cM capacity (veh/h) | 647 | 967 | 1476 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 38 | 149 | 67 | 63 | 113 |
| Volume Left | 38 | 0 | 67 | 0 | 0 |
| Volume Right | 0 | 149 | 0 | 0 | 36 |
| cSH | 647 | 967 | 1476 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.15 | 0.05 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 5 | 14 | 4 | 0 | 0 |
| Control Delay (s/veh) | 10.9 | 9.4 | 7.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.7 | | 3.9 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 20.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 137 | 62 | 58 | 71 | 33 |
| Future Vol, veh/h | 35 | 137 | 62 | 58 | 71 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 2 | 4 | 3 | 3 |
| Mvmt Flow | 38 | 149 | 67 | 63 | 77 | 36 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 292 | 95 | 113 | 0 | - | 0 |
| Stage 1 | 95 | - | - | - | - | - |
| Stage 2 | 197 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 678 | 967 | 1476 | - | - | - |
| Stage 1 | 904 | - | - | - | - | - |
| Stage 2 | 813 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 647 | 967 | 1476 | - | - | - |
| Mov Cap-2 Maneuver | 647 | - | - | - | - | - |
| Stage 1 | 863 | - | - | - | - | - |
| Stage 2 | 813 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 3.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1476 | - | 647 | 967 | - | - |
| HCM Lane V/C Ratio | 0.046 | - | 0.059 | 0.154 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | - | 10.9 | 9.4 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.5 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 63 | 21 | 21 | 152 | 21 |
| Future Volume (vph) | 11 | 63 | 21 | 21 | 152 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.885 | | 0.932 | | | |
| Flt Protected | 0.993 | | | | | 0.958 |
| Satd. Flow (prot) | 1670 | 0 | 1771 | 0 | 0 | 1774 |
| Flt Permitted | 0.993 | | | | | 0.958 |
| Satd. Flow (perm) | 1670 | 0 | 1771 | 0 | 0 | 1774 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 3% | 0% |
| Adj. Flow (vph) | 12 | 68 | 23 | 23 | 165 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 80 | 0 | 46 | 0 | 0 | 188 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 27.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 11 | 63 | 21 | 21 | 152 | 21 |
| Future Volume (Veh/h) | 11 | 63 | 21 | 21 | 152 | 21 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 68 | 23 | 23 | 165 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 388 | 35 | | | 46 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 388 | 35 | | | 46 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 93 | | | 89 | |
| cM capacity (veh/h) | 554 | 1044 | | | 1555 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 80 | 46 | 188 |
| Volume Left | 12 | 0 | 165 |
| Volume Right | 68 | 23 | 0 |
| cSH | 922 | 1700 | 1555 |
| Volume to Capacity | 0.09 | 0.03 | 0.11 |
| Queue Length 95th (ft) | 7 | 0 | 9 |
| Control Delay (s/veh) | 9.3 | 0.0 | 6.8 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.3 | 0.0 | 6.8 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.4 | | |
| Intersection Capacity Utilization | 27.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 63 | 21 | 21 | 152 | 21 |
| Future Vol, veh/h | 11 | 63 | 21 | 21 | 152 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 3 | 0 |
| Mvmt Flow | 12 | 68 | 23 | 23 | 165 | 23 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 388 | 35 | 0 | 0 | 46 | 0 |
| Stage 1 | 35 | - | - | - | - | - |
| Stage 2 | 353 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 619 | 1044 | - | - | 1555 | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 553 | 1044 | - | - | 1555 | - |
| Mov Cap-2 Maneuver | 553 | - | - | - | - | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 639 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 0 | 6.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 922 | 1555 | - |
| HCM Lane V/C Ratio | - | - | 0.087 | 0.106 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.3 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.3 | 0.4 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 68 | 0 | 102 | 194 | 0 | 75 |
| Future Volume (vph) | 68 | 0 | 102 | 194 | 0 | 75 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.912 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1612 | 0 | 1666 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1612 | 0 | 1666 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 4% | 4% | 0% | 3% |
| Adj. Flow (vph) | 74 | 0 | 111 | 211 | 0 | 82 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 74 | 0 | 322 | 0 | 0 | 82 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 68 | 0 | 102 | 194 | 0 | 75 |
| Future Volume (Veh/h) | 68 | 0 | 102 | 194 | 0 | 75 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 0 | 111 | 211 | 0 | 82 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 299 | 217 | | | 322 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 299 | 217 | | | 322 | |
| tC, single (s) | 6.5 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | | | 2.2 | |
| p0 queue free % | 89 | 100 | | | 100 | |
| cM capacity (veh/h) | 672 | 828 | | | 1249 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 74 | 322 | 82 |
| Volume Left | 74 | 0 | 0 |
| Volume Right | 0 | 211 | 0 |
| cSH | 672 | 1700 | 1249 |
| Volume to Capacity | 0.11 | 0.19 | 0.00 |
| Queue Length 95th (ft) | 9 | 0 | 0 |
| Control Delay (s/veh) | 11.0 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 11.0 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 27.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 68 | 0 | 102 | 194 | 0 | 75 |
| Future Vol, veh/h | 68 | 0 | 102 | 194 | 0 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 4 | 4 | 0 | 3 |
| Mvmt Flow | 74 | 0 | 111 | 211 | 0 | 82 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 299 | 217 | 0 | 0 | 322 | 0 |
| Stage 1 | 217 | - | - | - | - | - |
| Stage 2 | 82 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 672 | 828 | - | - | 1249 | - |
| Stage 1 | 796 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 672 | 828 | - | - | 1249 | - |
| Mov Cap-2 Maneuver | 672 | - | - | - | - | - |
| Stage 1 | 796 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 672 | 1249 | - |
| HCM Lane V/C Ratio | - | - | 0.11 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 11 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.4 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 33 | 102 | 0 | 101 | 75 |
| Future Volume (vph) | 0 | 33 | 102 | 0 | 101 | 75 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | | | 0.972 |
| Satd. Flow (prot) | 1644 | 0 | 1827 | 0 | 0 | 1823 |
| Flt Permitted | | | | | | 0.972 |
| Satd. Flow (perm) | 1644 | 0 | 1827 | 0 | 0 | 1823 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 36 | 111 | 0 | 110 | 82 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 36 | 0 | 111 | 0 | 0 | 192 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 33 | 102 | 0 | 101 | 75 |
| Future Volume (Veh/h) | 0 | 33 | 102 | 0 | 101 | 75 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 36 | 111 | 0 | 110 | 82 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 413 | 111 | | | 111 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 413 | 111 | | | 111 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 96 | | | 93 | |
| cM capacity (veh/h) | 555 | 948 | | | 1492 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 36 | 111 | 192 |
| Volume Left | 0 | 0 | 110 |
| Volume Right | 36 | 0 | 0 |
| cSH | 948 | 1700 | 1492 |
| Volume to Capacity | 0.04 | 0.07 | 0.07 |
| Queue Length 95th (ft) | 3 | 0 | 6 |
| Control Delay (s/veh) | 8.9 | 0.0 | 4.6 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.9 | 0.0 | 4.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 33 | 102 | 0 | 101 | 75 |
| Future Vol, veh/h | 0 | 33 | 102 | 0 | 101 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 36 | 111 | 0 | 110 | 82 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 413 | 111 | 0 | 0 | 111 | 0 |
| Stage 1 | 111 | - | - | - | - | - |
| Stage 2 | 302 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 599 | 948 | - | - | 1492 | - |
| Stage 1 | 919 | - | - | - | - | - |
| Stage 2 | 755 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 553 | 948 | - | - | 1492 | - |
| Mov Cap-2 Maneuver | 553 | - | - | - | - | - |
| Stage 1 | 919 | - | - | - | - | - |
| Stage 2 | 697 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 0 | 4.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 948 | 1492 | - |
| HCM Lane V/C Ratio | - | - | 0.038 | 0.074 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.9 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0.2 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 32 | 176 | 120 | 16 | 0 | 0 |
| Future Volume (vph) | 32 | 176 | 120 | 16 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.984 | | | |
| Flt Protected | | 0.992 | | | | |
| Satd. Flow (prot) | 0 | 1869 | 1806 | 0 | 1900 | 0 |
| Flt Permitted | | 0.992 | | | | |
| Satd. Flow (perm) | 0 | 1869 | 1806 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 1% | 4% | 0% | 0% | 0% |
| Adj. Flow (vph) | 35 | 191 | 130 | 17 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 226 | 147 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 32 | 176 | 120 | 16 | 0 | 0 |
| Future Volume (Veh/h) | 32 | 176 | 120 | 16 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 35 | 191 | 130 | 17 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 147 | | | | 400 | 139 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 147 | | | | 400 | 139 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 100 | 100 |
| cM capacity (veh/h) | 1447 | | | | 595 | 915 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 226 | 147 | 0 |
| Volume Left | 35 | 0 | 0 |
| Volume Right | 0 | 17 | 0 |
| cSH | 1447 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 1.3 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 1.3 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.8 | |
| Intersection Capacity Utilization | | 25.0% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

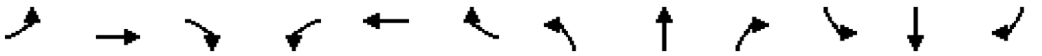
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 176 | 120 | 16 | 0 | 0 |
| Future Vol, veh/h | 32 | 176 | 120 | 16 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 4 | 0 | 0 | 0 |
| Mvmt Flow | 35 | 191 | 130 | 17 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 147 | 0 | - | 0 | 400 | 139 |
| Stage 1 | - | - | - | - | 139 | - |
| Stage 2 | - | - | - | - | 261 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1447 | - | - | - | 610 | 915 |
| Stage 1 | - | - | - | - | 893 | - |
| Stage 2 | - | - | - | - | 787 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1447 | - | - | - | 594 | 915 |
| Mov Cap-2 Maneuver | - | - | - | - | 594 | - |
| Stage 1 | - | - | - | - | 869 | - |
| Stage 2 | - | - | - | - | 787 | - |

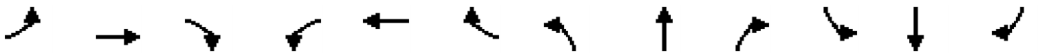
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.2 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SETSWLn1 | |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1447 | - | - |
| HCM Lane V/C Ratio | - | - | 0.024 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.5 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 24 | 2 | 1 | 84 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Volume (vph) | 18 | 24 | 2 | 1 | 84 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.989 | | | 0.959 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3295 | 0 | 1805 | 3373 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3295 | 0 | 1805 | 3373 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 9% | 0% | 0% | 1% | 7% | 0% | 0% | 0% | 9% | 0% | 6% |
| Adj. Flow (vph) | 20 | 26 | 2 | 1 | 91 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 20 | 28 | 0 | 1 | 125 | 0 | 0 | 2 | 0 | 0 | 13 | 53 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 24 | 2 | 1 | 84 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Volume (Veh/h) | 18 | 24 | 2 | 1 | 84 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 26 | 2 | 1 | 91 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 125 | | | 28 | | | 141 | 194 | 14 | 165 | 178 | 63 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 125 | | | 28 | | | 141 | 194 | 14 | 165 | 178 | 63 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 95 |
| cM capacity (veh/h) | 1430 | | | 1599 | | | 767 | 695 | 1069 | 755 | 709 | 976 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 17 | 11 | 1 | 61 | 64 | 2 | 66 |
| Volume Left | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 13 |
| Volume Right | 0 | 0 | 2 | 0 | 0 | 34 | 2 | 53 |
| cSH | 1430 | 1700 | 1700 | 1599 | 1700 | 1700 | 1069 | 1216 |
| Volume to Capacity | 0.01 | 0.01 | 0.00* | 0.00* | 0.04 | 0.04 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s/veh) | 7.6 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 8.4 | 9.1 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.1 | | | 0.1 | | | 8.4 | 9.1 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.2 | | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

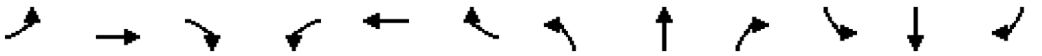
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 24 | 2 | 1 | 84 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Vol, veh/h | 18 | 24 | 2 | 1 | 84 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 9 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 9 | 0 | 6 |
| Mvmt Flow | 20 | 26 | 2 | 1 | 91 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 125 | 0 | 0 | 28 | 0 | 0 | 115 | 194 | 14 | 163 | 178 | 63 |
| Stage 1 | - | - | - | - | - | - | 67 | 67 | - | 110 | 110 | - |
| Stage 2 | - | - | - | - | - | - | 48 | 127 | - | 53 | 68 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1430 | - | - | 1599 | - | - | 856 | 705 | 1069 | 767 | 719 | 976 |
| Stage 1 | - | - | - | - | - | - | 941 | 843 | - | 863 | 808 | - |
| Stage 2 | - | - | - | - | - | - | 965 | 795 | - | 933 | 842 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1430 | - | - | 1599 | - | - | 800 | 694 | 1069 | 757 | 708 | 976 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 800 | 694 | - | 757 | 708 | - |
| Stage 1 | - | - | - | - | - | - | 928 | 831 | - | 851 | 807 | - |
| Stage 2 | - | - | - | - | - | - | 912 | 794 | - | 918 | 830 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.1 | 0.1 | 8.4 | 9.1 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1069 | 1430 | - | - | 1599 | - | - | 757 | 976 |
| HCM Lane V/C Ratio | 0.002 | 0.014 | - | - | 0.001 | - | - | 0.017 | 0.055 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.6 | - | - | 7.3 | - | - | 9.8 | 8.9 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0 | - | - | 0 | - | - | 0.1 | 0.2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Future Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.962 | | | 0.964 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1835 | 1631 | 0 | 1813 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Flt Permitted | | 0.717 | | | 0.097 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1368 | 1631 | 0 | 182 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 250 | | | 133 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 6% | 3% | 1% | 13% | 18% | 1% | 7% | 3% |
| Adj. Flow (vph) | 321 | 80 | 387 | 57 | 20 | 133 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 401 | 387 | 0 | 77 | 133 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 36.0 | 36.0 | | 36.0 | 36.0 | 25.5 | 101.9 | 184.3 | 23.6 | 100.2 | 184.3 |
| Actuated g/C Ratio | | 0.20 | 0.20 | | 0.20 | 0.20 | 0.14 | 0.55 | 1.00 | 0.13 | 0.54 | 1.00 |
| v/c Ratio | | 1.50 | 0.74 | | 2.20 | 0.32 | 0.80 | 0.88 | 0.04 | 0.76 | 1.21 | 0.14 |
| Control Delay (s/veh) | | 291.6 | 34.1 | | 646.1 | 10.8 | 100.5 | 43.1 | 0.1 | 98.1 | 135.3 | 0.2 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 291.6 | 34.1 | | 646.1 | 10.8 | 100.5 | 43.1 | 0.1 | 98.1 | 135.3 | 0.2 |
| LOS | | F | C | | F | B | F | D | A | F | F | A |
| Approach Delay (s/veh) | | 165.1 | | | 243.8 | | | 48.1 | | | 121.7 | |
| Approach LOS | | F | | | F | | | D | | | F | |
| Queue Length 50th (ft) | | ~675 | 165 | | ~149 | 0 | 239 | 853 | 0 | 206 | ~1721 | 0 |
| Queue Length 95th (ft) | | #925 | 309 | | #279 | 65 | 340 | 1038 | 0 | 295 | #1888 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 267 | 520 | | 35 | 419 | 293 | 1784 | 1382 | 291 | 1833 | 1568 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 1.50 | 0.74 | | 2.20 | 0.32 | 0.68 | 0.88 | 0.04 | 0.59 | 1.21 | 0.14 |

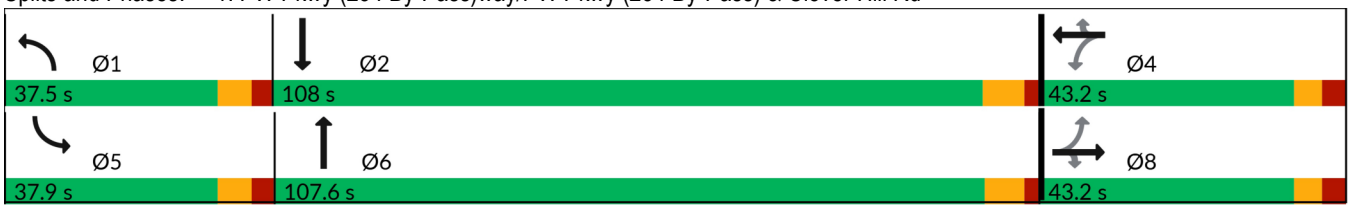
Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 184.3 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 2.20 | | | |
| Intersection Signal Delay (s/veh): 108.0 | | Intersection LOS: F | |
| Intersection Capacity Utilization 112.1% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Future Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1834 | 1631 | | 1814 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Flt Permitted | | 0.72 | 1.00 | | 0.10 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1368 | 1631 | | 182 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Adj. Flow (vph) | 321 | 80 | 387 | 57 | 20 | 133 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| RTOR Reduction (vph) | 0 | 0 | 201 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 401 | 186 | 0 | 77 | 26 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 6% | 3% | 1% | 13% | 18% | 1% | 7% | 3% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 36.0 | 36.0 | | 36.0 | 36.0 | 25.5 | 102.0 | 184.3 | 23.6 | 100.2 | 184.3 |
| Effective Green, g (s) | | 36.0 | 36.0 | | 36.0 | 36.0 | 25.5 | 102.0 | 184.3 | 23.6 | 100.2 | 184.3 |
| Actuated g/C Ratio | | 0.20 | 0.20 | | 0.20 | 0.20 | 0.14 | 0.55 | 1.00 | 0.13 | 0.54 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 267 | 318 | | 35 | 312 | 249 | 1785 | 1382 | 228 | 1834 | 1568 |
| v/s Ratio Prot | | | | | | | c0.11 | 0.49 | | 0.10 | c0.66 | |
| v/s Ratio Perm | | 0.29 | 0.11 | | c0.42 | 0.02 | | | 0.04 | | | c0.14 |
| v/c Ratio | | 1.50 | 0.58 | | 2.20 | 0.08 | 0.80 | 0.88 | 0.04 | 0.76 | 1.21 | 0.14 |
| Uniform Delay, d1 | | 74.2 | 67.4 | | 74.2 | 60.7 | 77.0 | 35.7 | 0.0 | 77.6 | 42.1 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 244.5 | 2.7 | | 621.9 | 0.1 | 17.7 | 5.2 | 0.1 | 14.3 | 97.7 | 0.2 |
| Delay (s) | | 318.6 | 70.1 | | 696.0 | 60.8 | 94.7 | 40.9 | 0.1 | 91.9 | 139.8 | 0.2 |
| Level of Service | | F | E | | F | E | F | D | A | F | F | A |
| Approach Delay (s/veh) | | 196.6 | | | 293.7 | | | 45.5 | | | 125.1 | |
| Approach LOS | | F | | | F | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 115.2 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.36 | | |
| Actuated Cycle Length (s) | 184.3 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 112.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 673 | 1 | 4 | 52 | 0 | 398 |
| Future Volume (vph) | 673 | 1 | 4 | 52 | 0 | 398 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.952 | | | | |
| Satd. Flow (prot) | 0 | 1791 | 1900 | 1524 | 1900 | 1583 |
| Flt Permitted | | 0.952 | | | | |
| Satd. Flow (perm) | 0 | 1791 | 1900 | 1524 | 1900 | 1583 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 6% | 0% | 2% |
| Adj. Flow (vph) | 732 | 1 | 4 | 57 | 0 | 433 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 733 | 4 | 57 | 0 | 433 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 673 | 1 | 4 | 52 | 0 | 398 |
| Future Volume (Veh/h) | 673 | 1 | 4 | 52 | 0 | 398 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 732 | 1 | 4 | 57 | 0 | 433 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 24 | 100 | 100 | 95 | 100 | |
| cM capacity (veh/h) | 965 | 900 | 900 | 1073 | 1636 | |

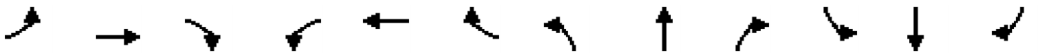
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 733 | 4 | 57 | 0 | 433 |
| Volume Left | 732 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 57 | 0 | 433 |
| cSH | 965 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.76 | 0.00* | 0.05 | 0.00 | 0.25 |
| Queue Length 95th (ft) | 188 | 0 | 4 | 0 | 0 |
| Control Delay (s/veh) | 19.4 | 9.0 | 8.5 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s/veh) | 19.4 | 8.6 | | 0.0 | |
| Approach LOS | C | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 12.0 | | | |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 8 | 17 | 4 | 4 | 37 | 309 | 2 | 41 | 215 | 248 | 7 | 0 |
| Future Volume (vph) | 8 | 17 | 4 | 4 | 37 | 309 | 2 | 41 | 215 | 248 | 7 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.983 | | | 0.881 | | | 0.888 | | | | |
| Flt Protected | | 0.986 | | | 0.999 | | | | | | 0.954 | |
| Satd. Flow (prot) | 0 | 1842 | 0 | 0 | 1658 | 0 | 0 | 1661 | 0 | 0 | 1788 | 0 |
| Flt Permitted | | 0.986 | | | 0.999 | | | | | | 0.954 | |
| Satd. Flow (perm) | 0 | 1842 | 0 | 0 | 1658 | 0 | 0 | 1661 | 0 | 0 | 1788 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 10% | 0% | 1% | 14% | 0% |
| Adj. Flow (vph) | 9 | 18 | 4 | 4 | 40 | 336 | 2 | 45 | 234 | 270 | 8 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 31 | 0 | 0 | 380 | 0 | 0 | 281 | 0 | 0 | 278 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 61.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 17 | 4 | 4 | 37 | 309 | 2 | 41 | 215 | 248 | 7 | 0 |
| Future Volume (Veh/h) | 8 | 17 | 4 | 4 | 37 | 309 | 2 | 41 | 215 | 248 | 7 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 18 | 4 | 4 | 40 | 336 | 2 | 45 | 234 | 270 | 8 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 734 | 831 | 8 | 727 | 714 | 162 | 8 | | | 279 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 734 | 831 | 8 | 727 | 714 | 162 | 8 | | | 279 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 93 | 100 | 99 | 86 | 62 | 100 | | | 79 | | |
| cM capacity (veh/h) | 158 | 243 | 1080 | 270 | 284 | 885 | 1625 | | | 1289 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 31 | 380 | 281 | 278 |
| Volume Left | 9 | 4 | 2 | 270 |
| Volume Right | 4 | 336 | 234 | 0 |
| cSH | 230 | 710 | 1625 | 1289 |
| Volume to Capacity | 0.13 | 0.54 | 0.00* | 0.21 |
| Queue Length 95th (ft) | 11 | 80 | 0 | 20 |
| Control Delay (s/veh) | 23.1 | 15.8 | 0.1 | 8.3 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 23.1 | 15.8 | 0.1 | 8.3 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.3 | | | |
| Intersection Capacity Utilization | 61.0% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

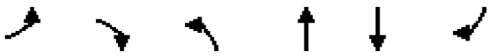
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 17 | 4 | 4 | 37 | 309 | 2 | 41 | 215 | 248 | 7 | 0 |
| Future Vol, veh/h | 8 | 17 | 4 | 4 | 37 | 309 | 2 | 41 | 215 | 248 | 7 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 1 | 14 | 0 |
| Mvmt Flow | 9 | 18 | 4 | 4 | 40 | 336 | 2 | 45 | 234 | 270 | 8 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 734 | 831 | 8 | 725 | 714 | 162 | 8 | 0 | 0 | 279 | 0 | 0 |
| Stage 1 | 548 | 548 | - | 166 | 166 | - | - | - | - | - | - | - |
| Stage 2 | 186 | 283 | - | 559 | 548 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.21 | 4.1 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.309 | 2.2 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 338 | 307 | 1080 | 343 | 359 | 885 | 1625 | - | - | 1289 | - | - |
| Stage 1 | 524 | 520 | - | 841 | 765 | - | - | - | - | - | - | - |
| Stage 2 | 820 | 681 | - | 517 | 520 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 157 | 242 | 1080 | 270 | 283 | 885 | 1625 | - | - | 1289 | - | - |
| Mov Cap-2 Maneuver | 157 | 242 | - | 270 | 283 | - | - | - | - | - | - | - |
| Stage 1 | 523 | 411 | - | 839 | 763 | - | - | - | - | - | - | - |
| Stage 2 | 481 | 680 | - | 388 | 411 | - | - | - | - | - | - | - |

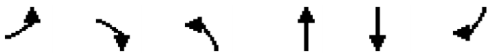
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.9 | 10.8 | 0.1 | 8.3 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 232 | 1002 | 1289 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.136 | 0.38 | 0.209 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 22.9 | 10.8 | 8.5 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.5 | 1.8 | 0.8 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 239 | 0 | 0 | 19 | 16 | 0 |
| Future Volume (vph) | 239 | 0 | 0 | 19 | 16 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 1900 | 0 | 1810 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 1900 | 0 | 1810 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 5% | 6% | 0% |
| Adj. Flow (vph) | 260 | 0 | 0 | 21 | 17 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 260 | 0 | 0 | 21 | 17 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 239 | 0 | 0 | 19 | 16 | 0 |
| Future Volume (Veh/h) | 239 | 0 | 0 | 19 | 16 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 260 | 0 | 0 | 21 | 17 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | 17 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | 17 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 73 | 100 | 100 | | | |
| cM capacity (veh/h) | 974 | 1068 | 1613 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 260 | 0 | 21 | 17 |
| Volume Left | 260 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 974 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.27 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 27 | 0 | 0 | 0 |
| Control Delay (s/veh) | 10.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 10.0 | | 0.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.8 | | |
| Intersection Capacity Utilization | 23.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

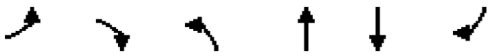
| Intersection | |
|---|---|
| Int Delay, s/veh | 8.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 239 | 0 | 0 | 19 | 16 | 0 |
| Future Vol, veh/h | 239 | 0 | 0 | 19 | 16 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 0 | 5 | 6 | 0 |
| Mvmt Flow | 260 | 0 | 0 | 21 | 17 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 38 | 17 | - | 0 | - | 0 |
| Stage 1 | 17 | - | - | - | - | - |
| Stage 2 | 21 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 974 | 1068 | 0 | - | - | 0 |
| Stage 1 | 1006 | - | 0 | - | - | 0 |
| Stage 2 | 1002 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 974 | 1068 | - | - | - | - |
| Mov Cap-2 Maneuver | 974 | - | - | - | - | - |
| Stage 1 | 1006 | - | - | - | - | - |
| Stage 2 | 1002 | - | - | - | - | - |

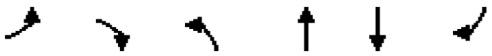
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 974 | - | - |
| HCM Lane V/C Ratio | - | 0.267 | - | - |
| HCM Ctrl Dly (s/v) | - | 10 | 0 | - |
| HCM Lane LOS | - | B | A | - |
| HCM 95th %tile Q (veh) | - | 1.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 235 | 124 | 255 | 35 |
| Future Volume (vph) | 0 | 0 | 235 | 124 | 255 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.968 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1802 | 1881 | 1455 |
| Flt Permitted | | | | 0.968 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1802 | 1881 | 1455 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 6% | 1% | 11% |
| Adj. Flow (vph) | 0 | 0 | 255 | 135 | 277 | 38 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 390 | 277 | 38 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

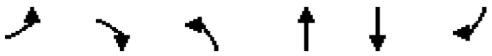
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 39.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 235 | 124 | 255 | 35 |
| Future Volume (Veh/h) | 0 | 0 | 235 | 124 | 255 | 35 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 255 | 135 | 277 | 38 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 922 | 277 | 315 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 922 | 277 | 315 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 80 | | | |
| cM capacity (veh/h) | 241 | 767 | 1257 | | | |

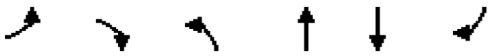
| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 390 | 277 | 38 |
| Volume Left | 255 | 0 | 0 |
| Volume Right | 0 | 0 | 38 |
| cSH | 1257 | 1700 | 1700 |
| Volume to Capacity | 0.20 | 0.16 | 0.02 |
| Queue Length 95th (ft) | 19 | 0 | 0 |
| Control Delay (s/veh) | 6.3 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 6.3 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 39.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 46 | 163 | 96 | 39 | 28 |
| Future Volume (vph) | 21 | 46 | 163 | 96 | 39 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.944 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1583 | 1553 | 1787 | 1863 | 1642 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1583 | 1553 | 1787 | 1863 | 1642 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 14% | 4% | 1% | 2% | 3% | 18% |
| Adj. Flow (vph) | 23 | 50 | 177 | 104 | 42 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 23 | 50 | 177 | 104 | 72 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 46 | 163 | 96 | 39 | 28 |
| Future Volume (Veh/h) | 21 | 46 | 163 | 96 | 39 | 28 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 50 | 177 | 104 | 42 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 515 | 57 | 72 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 515 | 57 | 72 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 95 | 88 | | | |
| cM capacity (veh/h) | 442 | 1004 | 1534 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 23 | 50 | 177 | 104 | 72 |
| Volume Left | 23 | 0 | 177 | 0 | 0 |
| Volume Right | 0 | 50 | 0 | 0 | 30 |
| cSH | 442 | 1004 | 1534 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.05 | 0.12 | 0.06 | 0.04 |
| Queue Length 95th (ft) | 4 | 4 | 10 | 0 | 0 |
| Control Delay (s/veh) | 13.6 | 8.8 | 7.7 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.3 | | 4.8 | | 0.0 |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.9 | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 46 | 163 | 96 | 39 | 28 |
| Future Vol, veh/h | 21 | 46 | 163 | 96 | 39 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 14 | 4 | 1 | 2 | 3 | 18 |
| Mvmt Flow | 23 | 50 | 177 | 104 | 42 | 30 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 515 | 57 | 72 | 0 | - | 0 |
| Stage 1 | 57 | - | - | - | - | - |
| Stage 2 | 458 | - | - | - | - | - |
| Critical Hdwy | 6.54 | 6.24 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.626 | 3.336 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 499 | 1004 | 1534 | - | - | - |
| Stage 1 | 936 | - | - | - | - | - |
| Stage 2 | 613 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 442 | 1004 | 1534 | - | - | - |
| Mov Cap-2 Maneuver | 442 | - | - | - | - | - |
| Stage 1 | 828 | - | - | - | - | - |
| Stage 2 | 613 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.3 | 4.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1534 | - | 442 | 1004 | - | - |
| HCM Lane V/C Ratio | 0.115 | - | 0.052 | 0.05 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | - | 13.6 | 8.8 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.4 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 168 | 30 | 8 | 42 | 30 |
| Future Volume (vph) | 30 | 168 | 30 | 8 | 42 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.886 | | 0.971 | | | |
| Flt Protected | 0.992 | | | | | 0.972 |
| Satd. Flow (prot) | 1642 | 0 | 1845 | 0 | 0 | 1765 |
| Flt Permitted | 0.992 | | | | | 0.972 |
| Satd. Flow (perm) | 1642 | 0 | 1845 | 0 | 0 | 1765 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 8% | 0% |
| Adj. Flow (vph) | 33 | 183 | 33 | 9 | 46 | 33 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 216 | 0 | 42 | 0 | 0 | 79 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 29.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 30 | 168 | 30 | 8 | 42 | 30 |
| Future Volume (Veh/h) | 30 | 168 | 30 | 8 | 42 | 30 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 183 | 33 | 9 | 46 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 163 | 38 | | | 42 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 163 | 38 | | | 42 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 96 | 82 | | | 97 | |
| cM capacity (veh/h) | 808 | 1035 | | | 1529 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 216 | 42 | 79 |
| Volume Left | 33 | 0 | 46 |
| Volume Right | 183 | 9 | 0 |
| cSH | 992 | 1700 | 1529 |
| Volume to Capacity | 0.22 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 21 | 0 | 2 |
| Control Delay (s/veh) | 9.6 | 0.0 | 4.4 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.6 | 0.0 | 4.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.2 | | |
| Intersection Capacity Utilization | 29.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 168 | 30 | 8 | 42 | 30 |
| Future Vol, veh/h | 30 | 168 | 30 | 8 | 42 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 8 | 0 |
| Mvmt Flow | 33 | 183 | 33 | 9 | 46 | 33 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 163 | 38 | 0 | 0 | 42 | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 125 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.18 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.272 | - |
| Pot Cap-1 Maneuver | 832 | 1034 | - | - | 1529 | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 806 | 1034 | - | - | 1529 | - |
| Mov Cap-2 Maneuver | 806 | - | - | - | - | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 878 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.6 | 0 | 4.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 992 | 1529 | - |
| HCM Lane V/C Ratio | - | - | 0.217 | 0.03 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.6 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.8 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 189 | 0 | 108 | 15 | 0 | 100 |
| Future Volume (vph) | 189 | 0 | 108 | 15 | 0 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.984 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 0 | 1766 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 0 | 1766 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 3% | 27% | 0% | 3% |
| Adj. Flow (vph) | 205 | 0 | 117 | 16 | 0 | 109 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 205 | 0 | 133 | 0 | 0 | 109 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 189 | 0 | 108 | 15 | 0 | 100 |
| Future Volume (Veh/h) | 189 | 0 | 108 | 15 | 0 | 100 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 205 | 0 | 117 | 16 | 0 | 109 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 234 | 125 | | | 133 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 234 | 125 | | | 133 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 73 | 100 | | | 100 | |
| cM capacity (veh/h) | 754 | 931 | | | 1464 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 205 | 133 | 109 |
| Volume Left | 205 | 0 | 0 |
| Volume Right | 0 | 16 | 0 |
| cSH | 754 | 1700 | 1464 |
| Volume to Capacity | 0.27 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 28 | 0 | 0 |
| Control Delay (s/veh) | 11.5 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 11.5 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.3 | | |
| Intersection Capacity Utilization | 23.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 189 | 0 | 108 | 15 | 0 | 100 |
| Future Vol, veh/h | 189 | 0 | 108 | 15 | 0 | 100 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 3 | 27 | 0 | 3 |
| Mvmt Flow | 205 | 0 | 117 | 16 | 0 | 109 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 234 | 125 | 0 | 0 | 133 | 0 |
| Stage 1 | 125 | - | - | - | - | - |
| Stage 2 | 109 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 754 | 931 | - | - | 1464 | - |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 754 | 931 | - | - | 1464 | - |
| Mov Cap-2 Maneuver | 754 | - | - | - | - | - |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 754 | 1464 | - |
| HCM Lane V/C Ratio | - | - | 0.272 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 11.6 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 1.1 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 101 | 108 | 0 | 1 | 100 |
| Future Volume (vph) | 0 | 101 | 108 | 0 | 1 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1644 | 0 | 1845 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1644 | 0 | 1845 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 110 | 117 | 0 | 1 | 109 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 110 | 0 | 117 | 0 | 0 | 110 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 101 | 108 | 0 | 1 | 100 |
| Future Volume (Veh/h) | 0 | 101 | 108 | 0 | 1 | 100 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 110 | 117 | 0 | 1 | 109 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 228 | 117 | | | 117 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 228 | 117 | | | 117 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 88 | | | 100 | |
| cM capacity (veh/h) | 764 | 941 | | | 1484 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 110 | 117 | 110 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 110 | 0 | 0 |
| cSH | 941 | 1700 | 1484 |
| Volume to Capacity | 0.12 | 0.07 | 0.00* |
| Queue Length 95th (ft) | 10 | 0 | 0 |
| Control Delay (s/veh) | 9.3 | 0.0 | 0.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.3 | 0.0 | 0.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.1 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 101 | 108 | 0 | 1 | 100 |
| Future Vol, veh/h | 0 | 101 | 108 | 0 | 1 | 100 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 110 | 117 | 0 | 1 | 109 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 228 | 117 | 0 | 0 | 117 | 0 |
| Stage 1 | 117 | - | - | - | - | - |
| Stage 2 | 111 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 765 | 941 | - | - | 1484 | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 919 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 764 | 941 | - | - | 1484 | - |
| Mov Cap-2 Maneuver | 764 | - | - | - | - | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 918 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 941 | 1484 | - |
| HCM Lane V/C Ratio | - | - | 0.117 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.3 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.4 | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 85 | 209 | 0 | 17 | 50 |
| Future Volume (vph) | 0 | 85 | 209 | 0 | 17 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.899 | |
| Flt Protected | | | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1827 | 1863 | 0 | 1688 | 0 |
| Flt Permitted | | | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1827 | 1863 | 0 | 1688 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 4% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 92 | 227 | 0 | 18 | 54 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 92 | 227 | 0 | 72 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 85 | 209 | 0 | 17 | 50 |
| Future Volume (Veh/h) | 0 | 85 | 209 | 0 | 17 | 50 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 92 | 227 | 0 | 18 | 54 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 227 | | | | 319 | 227 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 227 | | | | 319 | 227 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 97 | 93 |
| cM capacity (veh/h) | 1353 | | | | 678 | 817 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 92 | 227 | 72 |
| Volume Left | 0 | 0 | 18 |
| Volume Right | 0 | 0 | 54 |
| cSH | 1353 | 1700 | 778 |
| Volume to Capacity | 0.00 | 0.13 | 0.09 |
| Queue Length 95th (ft) | 0 | 0 | 8 |
| Control Delay (s/veh) | 0.0 | 0.0 | 10.1 |
| Lane LOS | | | B |
| Approach Delay (s/veh) | 0.0 | 0.0 | 10.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

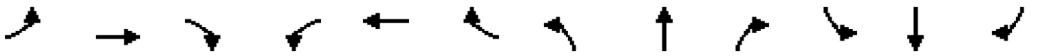
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 85 | 209 | 0 | 17 | 50 |
| Future Vol, veh/h | 0 | 85 | 209 | 0 | 17 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 92 | 227 | 0 | 18 | 54 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 227 | 0 | - | 0 | 319 | 227 |
| Stage 1 | - | - | - | - | 227 | - |
| Stage 2 | - | - | - | - | 92 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1353 | - | - | - | 678 | 817 |
| Stage 1 | - | - | - | - | 815 | - |
| Stage 2 | - | - | - | - | 937 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1353 | - | - | - | 678 | 817 |
| Mov Cap-2 Maneuver | - | - | - | - | 678 | - |
| Stage 1 | - | - | - | - | 815 | - |
| Stage 2 | - | - | - | - | 937 | - |

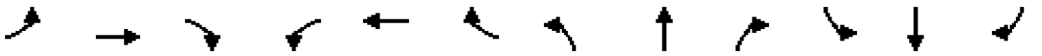
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 10.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1353 | - | 777 |
| HCM Lane V/C Ratio | - | - | - | - | 0.094 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 10.1 |
| HCM Lane LOS | - | - | A | - | B |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.3 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 63 | 76 | 1 | 12 | 23 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Volume (vph) | 63 | 76 | 1 | 12 | 23 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.910 | | | 0.907 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.994 | | | 0.956 | |
| Satd. Flow (prot) | 1805 | 3401 | 0 | 1530 | 3170 | 0 | 0 | 1593 | 0 | 0 | 1722 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.994 | | | 0.956 | |
| Satd. Flow (perm) | 1805 | 3401 | 0 | 1530 | 3170 | 0 | 0 | 1593 | 0 | 0 | 1722 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 6% | 0% | 18% | 9% | 0% | 0% | 0% | 11% | 6% | 0% | 6% |
| Adj. Flow (vph) | 68 | 83 | 1 | 13 | 25 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 68 | 84 | 0 | 13 | 62 | 0 | 0 | 16 | 0 | 0 | 45 | 38 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 76 | 1 | 12 | 23 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Volume (Veh/h) | 63 | 76 | 1 | 12 | 23 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 83 | 1 | 13 | 25 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 62 | | | 84 | | | 279 | 308 | 42 | 260 | 290 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 62 | | | 84 | | | 279 | 308 | 42 | 260 | 290 | 31 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 96 | | | 99 | | | 100 | 99 | 99 | 93 | 99 | 96 |
| cM capacity (veh/h) | 1554 | | | 1401 | | | 604 | 578 | 991 | 626 | 591 | 1023 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 68 | 55 | 29 | 13 | 17 | 45 | 16 | 83 |
| Volume Left | 68 | 0 | 0 | 13 | 0 | 0 | 2 | 41 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 37 | 11 | 38 |
| cSH | 1554 | 1700 | 1700 | 1401 | 1700 | 1700 | 816 | 1149 |
| Volume to Capacity | 0.04 | 0.03 | 0.02 | 0.00* | 0.00* | 0.03 | 0.02 | 0.07 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| Control Delay (s/veh) | 7.4 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 9.5 | 10.1 |
| Lane LOS | A | | | A | | | A | B |
| Approach Delay (s/veh) | 3.3 | | | 1.3 | | | 9.5 | 10.1 |
| Approach LOS | | | | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.9 | | | |
| Intersection Capacity Utilization | 25.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

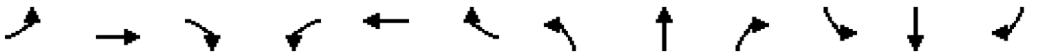
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 63 | 76 | 1 | 12 | 23 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Vol, veh/h | 63 | 76 | 1 | 12 | 23 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 6 | 0 | 18 | 9 | 0 | 0 | 0 | 11 | 6 | 0 | 6 |
| Mvmt Flow | 68 | 83 | 1 | 13 | 25 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 62 | 0 | 0 | 84 | 0 | 0 | 261 | 308 | 42 | 249 | 290 | 31 |
| Stage 1 | - | - | - | - | - | - | 220 | 220 | - | 70 | 70 | - |
| Stage 2 | - | - | - | - | - | - | 41 | 88 | - | 179 | 220 | - |
| Critical Hdwy | 4.1 | - | - | 4.46 | - | - | 7.5 | 6.5 | 7.12 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.38 | - | - | 3.5 | 4 | 3.41 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1554 | - | - | 1401 | - | - | 676 | 609 | 991 | 673 | 624 | 1023 |
| Stage 1 | - | - | - | - | - | - | 768 | 725 | - | 920 | 841 | - |
| Stage 2 | - | - | - | - | - | - | 974 | 826 | - | 794 | 725 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1554 | - | - | 1401 | - | - | 621 | 577 | 991 | 636 | 591 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 621 | 577 | - | 636 | 591 | - |
| Stage 1 | - | - | - | - | - | - | 734 | 693 | - | 880 | 833 | - |
| Stage 2 | - | - | - | - | - | - | 924 | 819 | - | 747 | 693 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.3 | 1.3 | 9.5 | 10.1 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 810 | 1554 | - | - | 1401 | - | - | 631 | 1023 |
| HCM Lane V/C Ratio | 0.02 | 0.044 | - | - | 0.009 | - | - | 0.072 | 0.037 |
| HCM Ctrl Dly (s/v) | 9.5 | 7.4 | - | - | 7.6 | - | - | 11.2 | 8.7 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.2 | 0.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Future Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.960 | | | 0.982 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1506 | 1569 | 0 | 1830 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Flt Permitted | | 0.608 | | | 0.676 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 954 | 1569 | 0 | 1260 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | | 145 | | | 196 | | | 196 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 28% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 3% |
| Adj. Flow (vph) | 149 | 28 | 173 | 51 | 89 | 210 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 177 | 173 | 0 | 140 | 210 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 47.0 | 95.0 | | 14.9 | 62.0 | |
| Total Split (%) | 28.2% | 28.2% | 28.2% | 28.2% | 28.2% | 28.2% | 30.7% | 62.1% | | 9.7% | 40.5% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 39.5 | 87.4 | | 7.0 | 54.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 30.0 | 30.0 | | 30.0 | 30.0 | 33.7 | 88.1 | 144.5 | 7.1 | 58.0 | 144.5 |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.21 | 0.21 | 0.23 | 0.61 | 1.00 | 0.05 | 0.40 | 1.00 |
| v/c Ratio | | 0.89 | 0.37 | | 0.54 | 0.47 | 0.87 | 0.95 | 0.03 | 0.61 | 0.97 | 0.19 |
| Control Delay (s/veh) | | 97.6 | 8.6 | | 59.4 | 20.1 | 75.2 | 39.3 | 0.0 | 101.6 | 62.9 | 0.3 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 97.6 | 8.6 | | 59.4 | 20.1 | 75.2 | 39.3 | 0.0 | 101.6 | 62.9 | 0.3 |
| LOS | | F | A | | E | C | E | D | A | F | E | A |
| Approach Delay (s/veh) | | 53.6 | | | 35.8 | | | 44.0 | | | 52.1 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | | 168 | 0 | | 122 | 52 | 338 | 985 | 0 | 45 | ~679 | 0 |
| Queue Length 95th (ft) | | #296 | 63 | | 196 | 133 | #467 | #1221 | 0 | #112 | #868 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 239 | 523 | | 316 | 506 | 487 | 2078 | 1470 | 76 | 1270 | 1568 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.74 | 0.33 | | 0.44 | 0.42 | 0.74 | 0.95 | 0.03 | 0.61 | 0.97 | 0.19 |

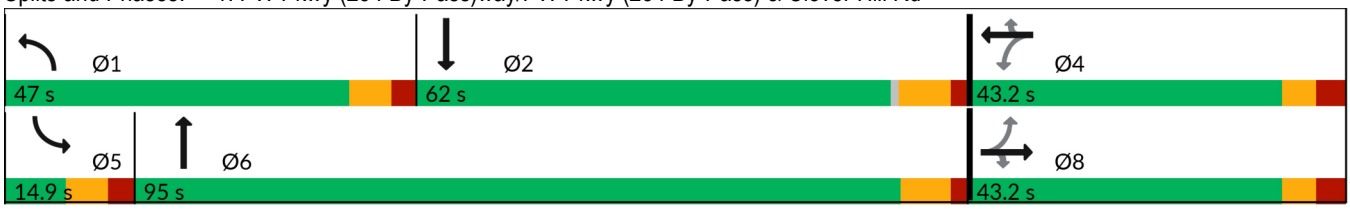
Intersection Summary

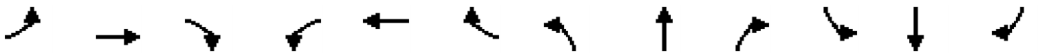
| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 153.1 | | | |
| Actuated Cycle Length: 144.5 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay (s/veh): 46.9 | | Intersection LOS: D | |
| Intersection Capacity Utilization 90.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



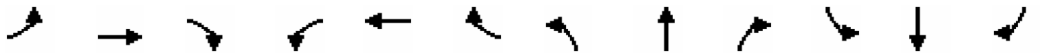


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Future Volume (vph) | 137 | 26 | 159 | 47 | 82 | 193 | 330 | 1814 | 38 | 42 | 1138 | 277 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1505 | 1569 | | 1830 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Flt Permitted | | 0.61 | 1.00 | | 0.68 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 954 | 1569 | | 1260 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 149 | 28 | 173 | 51 | 89 | 210 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| RTOR Reduction (vph) | 0 | 0 | 138 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 177 | 35 | 0 | 140 | 95 | 359 | 1972 | 41 | 46 | 1237 | 301 |
| Heavy Vehicles (%) | 28% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 3% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 30.0 | 30.0 | | 30.0 | 30.0 | 33.7 | 88.1 | 146.2 | 5.4 | 59.9 | 146.2 |
| Effective Green, g (s) | | 30.0 | 30.0 | | 30.0 | 30.0 | 33.7 | 88.1 | 146.2 | 5.4 | 59.9 | 146.2 |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.21 | 0.21 | 0.23 | 0.60 | 1.00 | 0.04 | 0.41 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 195 | 321 | | 258 | 325 | 407 | 2053 | 1470 | 57 | 1297 | 1568 |
| v/s Ratio Prot | | | | | | | c0.20 | c0.58 | | 0.03 | 0.39 | |
| v/s Ratio Perm | | c0.19 | 0.02 | | 0.11 | 0.06 | | | 0.03 | | | 0.19 |
| v/c Ratio | | 0.91 | 0.11 | | 0.54 | 0.29 | 0.88 | 0.96 | 0.03 | 0.81 | 0.95 | 0.19 |
| Uniform Delay, d1 | | 56.7 | 47.3 | | 52.0 | 49.1 | 54.3 | 27.4 | 0.0 | 69.9 | 41.8 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 39.2 | 0.2 | | 2.3 | 0.5 | 20.0 | 11.9 | 0.0 | 57.3 | 15.2 | 0.3 |
| Delay (s) | | 96.0 | 47.4 | | 54.3 | 49.6 | 74.3 | 39.4 | 0.0 | 127.2 | 57.0 | 0.3 |
| Level of Service | | F | D | | D | D | E | D | A | F | E | A |
| Approach Delay (s/veh) | | 72.0 | | | 51.5 | | | 44.0 | | | 48.3 | |
| Approach LOS | | E | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 48.1 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.98 | | |
| Actuated Cycle Length (s) | 146.2 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 90.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Future Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.962 | | | 0.964 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1835 | 1631 | 0 | 1813 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Flt Permitted | | 0.717 | | | 0.235 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1368 | 1631 | 0 | 442 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 164 | | | 133 | | | 147 | | | 147 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 6% | 3% | 1% | 13% | 18% | 1% | 7% | 3% |
| Adj. Flow (vph) | 321 | 80 | 387 | 57 | 20 | 133 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 401 | 387 | 0 | 77 | 133 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 20.0 | 79.4 | | 21.6 | 81.0 | |
| Total Split (%) | 30.3% | 30.3% | 30.3% | 30.3% | 30.3% | 30.3% | 13.8% | 54.8% | | 14.9% | 55.9% | |
| Maximum Green (s) | 36.8 | 36.8 | 36.8 | 36.8 | 36.8 | 36.8 | 12.5 | 71.8 | | 13.7 | 73.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 36.8 | 36.8 | | 36.8 | 36.8 | 12.5 | 71.8 | 145.0 | 13.7 | 73.1 | 145.0 |
| Actuated g/C Ratio | | 0.25 | 0.25 | | 0.25 | 0.25 | 0.09 | 0.50 | 1.00 | 0.09 | 0.50 | 1.00 |
| v/c Ratio | | 1.16 | 0.72 | | 0.69 | 0.26 | 1.29 | 0.98 | 0.04 | 1.03 | 1.30 | 0.14 |
| Control Delay (s/veh) | | 144.9 | 36.5 | | 80.3 | 7.9 | 220.1 | 54.1 | 0.1 | 139.9 | 171.4 | 0.2 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 144.9 | 36.5 | | 80.3 | 7.9 | 220.1 | 54.1 | 0.1 | 139.9 | 171.4 | 0.2 |
| LOS | | F | D | | F | A | F | D | A | F | F | A |
| Approach Delay (s/veh) | | 91.6 | | | 34.4 | | | 70.6 | | | 155.2 | |
| Approach LOS | | F | | | C | | | E | | | F | |
| Queue Length 50th (ft) | | ~446 | 199 | | 66 | 0 | ~239 | 746 | 0 | ~174 | ~1401 | 0 |
| Queue Length 95th (ft) | | #657 | 325 | | #153 | 54 | #404 | #928 | 0 | #330 | #1531 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 347 | 536 | | 112 | 505 | 155 | 1597 | 1382 | 168 | 1700 | 1568 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 1.16 | 0.72 | | 0.69 | 0.26 | 1.29 | 0.98 | 0.04 | 1.03 | 1.30 | 0.14 |

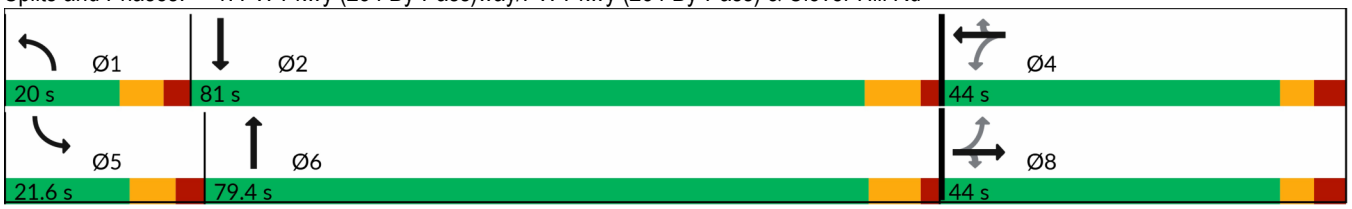
Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 145 | | | |
| Actuated Cycle Length: 145 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.30 | | | |
| Intersection Signal Delay (s/veh): 112.8 | | Intersection LOS: F | |
| Intersection Capacity Utilization 112.1% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Future Volume (vph) | 295 | 74 | 356 | 52 | 18 | 122 | 184 | 1502 | 53 | 164 | 2033 | 196 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1834 | 1631 | | 1814 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Flt Permitted | | 0.72 | 1.00 | | 0.23 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1368 | 1631 | | 441 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Adj. Flow (vph) | 321 | 80 | 387 | 57 | 20 | 133 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| RTOR Reduction (vph) | 0 | 0 | 122 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 401 | 265 | 0 | 77 | 34 | 200 | 1565 | 58 | 173 | 2210 | 213 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 6% | 3% | 1% | 13% | 18% | 1% | 7% | 3% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 36.8 | 36.8 | | 36.8 | 36.8 | 12.5 | 71.8 | 145.0 | 13.7 | 73.1 | 145.0 |
| Effective Green, g (s) | | 36.8 | 36.8 | | 36.8 | 36.8 | 12.5 | 71.8 | 145.0 | 13.7 | 73.1 | 145.0 |
| Actuated g/C Ratio | | 0.25 | 0.25 | | 0.25 | 0.25 | 0.09 | 0.50 | 1.00 | 0.09 | 0.50 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 347 | 413 | | 111 | 405 | 155 | 1597 | 1382 | 168 | 1700 | 1568 |
| v/s Ratio Prot | | | | | | | c0.11 | 0.49 | | 0.10 | c0.66 | |
| v/s Ratio Perm | | c0.29 | 0.16 | | 0.17 | 0.02 | | | 0.04 | | | c0.14 |
| v/c Ratio | | 1.16 | 0.64 | | 0.69 | 0.08 | 1.29 | 0.98 | 0.04 | 1.03 | 1.30 | 0.14 |
| Uniform Delay, d1 | | 54.1 | 48.2 | | 49.0 | 41.2 | 66.3 | 35.9 | 0.0 | 65.7 | 36.0 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 97.7 | 3.4 | | 17.1 | 0.1 | 170.3 | 17.7 | 0.1 | 77.5 | 139.4 | 0.2 |
| Delay (s) | | 151.8 | 51.6 | | 66.1 | 41.3 | 236.5 | 53.6 | 0.1 | 143.1 | 175.4 | 0.2 |
| Level of Service | | F | D | | E | D | F | D | A | F | F | A |
| Approach Delay (s/veh) | | 102.6 | | | 50.4 | | | 72.0 | | | 158.9 | |
| Approach LOS | | F | | | D | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 117.2 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.26 | | |
| Actuated Cycle Length (s) | 145.0 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 112.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 291 | 4 | 0 | 27 | 63 | 567 |
| Future Volume (vph) | 291 | 4 | 0 | 27 | 63 | 567 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1550 | 1900 | 1615 | 1805 | 1568 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1550 | 1900 | 1615 | 1805 | 1568 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 17% | 0% | 0% | 0% | 0% | 3% |
| Adj. Flow (vph) | 316 | 4 | 0 | 29 | 68 | 616 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 320 | 0 | 29 | 68 | 616 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

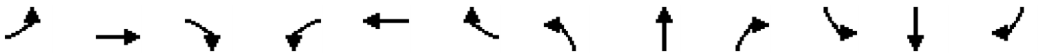
| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 291 | 4 | 0 | 27 | 63 | 567 |
| Future Volume (Veh/h) | 291 | 4 | 0 | 27 | 63 | 567 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 316 | 4 | 0 | 29 | 68 | 616 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 136 | 136 | 136 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 136 | 136 | 136 | 0 | 0 | |
| tC, single (s) | 7.3 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 58 | 99 | 100 | 97 | 96 | |
| cM capacity (veh/h) | 756 | 727 | 727 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 320 | 0 | 29 | 68 | 616 |
| Volume Left | 316 | 0 | 0 | 68 | 0 |
| Volume Right | 0 | 0 | 29 | 0 | 616 |
| cSH | 755 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.42 | 0.00 | 0.03 | 0.04 | 0.36 |
| Queue Length 95th (ft) | 53 | 0 | 2 | 3 | 0 |
| Control Delay (s/veh) | 13.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 13.2 | 8.4 | | 0.7 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 38.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 14 | 40 | 278 | 4 | 30 | 108 | 51 | 6 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 14 | 40 | 278 | 4 | 30 | 108 | 51 | 6 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.887 | | | 0.897 | | | 0.998 | |
| Flt Protected | | 0.976 | | | 0.998 | | | 0.999 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1668 | 0 | 0 | 1623 | 0 | 0 | 1783 | 0 |
| Flt Permitted | | 0.976 | | | 0.998 | | | 0.999 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1668 | 0 | 0 | 1623 | 0 | 0 | 1783 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 23% | 0% | 0% | 17% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 15 | 43 | 302 | 4 | 33 | 117 | 55 | 7 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 360 | 0 | 0 | 154 | 0 | 0 | 63 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 41.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 14 | 40 | 278 | 4 | 30 | 108 | 51 | 6 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 14 | 40 | 278 | 4 | 30 | 108 | 51 | 6 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 15 | 43 | 302 | 4 | 33 | 117 | 55 | 7 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 239 | 276 | 8 | 218 | 218 | 92 | 8 | | | 150 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 239 | 276 | 8 | 218 | 218 | 92 | 8 | | | 150 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 93 | 69 | 100 | | | 96 | | |
| cM capacity (veh/h) | 456 | 610 | 1081 | 719 | 656 | 969 | 1625 | | | 1444 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 360 | 154 | 63 |
| Volume Left | 1 | 15 | 4 | 55 |
| Volume Right | 1 | 302 | 117 | 1 |
| cSH | 642 | 904 | 1625 | 1444 |
| Volume to Capacity | 0.00* | 0.40 | 0.00* | 0.04 |
| Queue Length 95th (ft) | 0 | 48 | 0 | 3 |
| Control Delay (s/veh) | 10.6 | 11.6 | 0.2 | 6.7 |
| Lane LOS | B | B | A | A |
| Approach Delay (s/veh) | 10.6 | 11.6 | 0.2 | 6.7 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.0 | | | |
| Intersection Capacity Utilization | 41.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

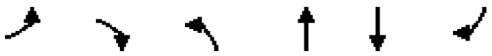
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 14 | 40 | 278 | 4 | 30 | 108 | 51 | 6 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 14 | 40 | 278 | 4 | 30 | 108 | 51 | 6 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 23 | 0 | 0 | 17 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 15 | 43 | 302 | 4 | 33 | 117 | 55 | 7 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 239 | 276 | 8 | 218 | 218 | 92 | 8 | 0 | 0 | 150 | 0 | 0 |
| Stage 1 | 118 | 118 | - | 100 | 100 | - | - | - | - | - | - | - |
| Stage 2 | 121 | 158 | - | 118 | 118 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.21 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.309 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 719 | 635 | 1080 | 743 | 684 | 968 | 1625 | - | - | 1444 | - | - |
| Stage 1 | 891 | 802 | - | 911 | 816 | - | - | - | - | - | - | - |
| Stage 2 | 888 | 771 | - | 891 | 802 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 455 | 609 | 1080 | 719 | 656 | 968 | 1625 | - | - | 1444 | - | - |
| Mov Cap-2 Maneuver | 455 | 609 | - | 719 | 656 | - | - | - | - | - | - | - |
| Stage 1 | 888 | 772 | - | 908 | 814 | - | - | - | - | - | - | - |
| Stage 2 | 576 | 769 | - | 856 | 772 | - | - | - | - | - | - | - |

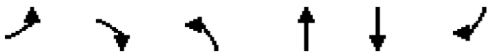
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.6 | 9.5 | 0.2 | 6.7 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 640 | 1156 | 1444 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.003 | 0.312 | 0.038 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 10.6 | 9.5 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 1.3 | 0.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 136 | 1 | 0 | 6 | 22 | 0 |
| Future Volume (vph) | 136 | 1 | 0 | 6 | 22 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1719 | 1615 | 0 | 1900 | 1810 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1719 | 1615 | 0 | 1900 | 1810 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 0% | 0% | 0% | 5% | 0% |
| Adj. Flow (vph) | 148 | 1 | 0 | 7 | 24 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 148 | 1 | 0 | 7 | 24 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 136 | 1 | 0 | 6 | 22 | 0 |
| Future Volume (Veh/h) | 136 | 1 | 0 | 6 | 22 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 148 | 1 | 0 | 7 | 24 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 31 | 24 | 24 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 31 | 24 | 24 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 85 | 100 | 100 | | | |
| cM capacity (veh/h) | 975 | 1058 | 1604 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 148 | 1 | 7 | 24 |
| Volume Left | 148 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 975 | 1058 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 13 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.3 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.3 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 17.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

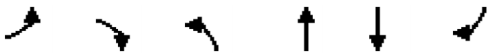
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 136 | 1 | 0 | 6 | 22 | 0 |
| Future Vol, veh/h | 136 | 1 | 0 | 6 | 22 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 0 | 0 | 0 | 5 | 0 |
| Mvmt Flow | 148 | 1 | 0 | 7 | 24 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 31 | 24 | - | 0 | - | 0 |
| Stage 1 | 24 | - | - | - | - | - |
| Stage 2 | 7 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 975 | 1058 | 0 | - | - | 0 |
| Stage 1 | 991 | - | 0 | - | - | 0 |
| Stage 2 | 1008 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 975 | 1058 | - | - | - | - |
| Mov Cap-2 Maneuver | 975 | - | - | - | - | - |
| Stage 1 | 991 | - | - | - | - | - |
| Stage 2 | 1008 | - | - | - | - | - |

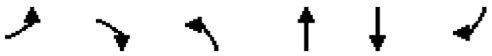
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 975 | 1058 | - |
| HCM Lane V/C Ratio | - | 0.152 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 9.4 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0.5 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 172 | 137 | 58 | 41 |
| Future Volume (vph) | 0 | 0 | 172 | 137 | 58 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.973 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1783 | 1863 | 1442 |
| Flt Permitted | | | | 0.973 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1783 | 1863 | 1442 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 7% | 2% | 12% |
| Adj. Flow (vph) | 0 | 0 | 187 | 149 | 62 | 45 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 336 | 62 | 45 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

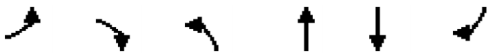
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 172 | 137 | 58 | 41 |
| Future Volume (Veh/h) | 0 | 0 | 172 | 137 | 58 | 41 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 187 | 149 | 62 | 45 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 585 | 62 | 107 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 585 | 62 | 107 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 87 | | | |
| cM capacity (veh/h) | 417 | 1009 | 1490 | | | |

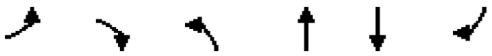
| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 336 | 62 | 45 |
| Volume Left | 187 | 0 | 0 |
| Volume Right | 0 | 0 | 45 |
| cSH | 1490 | 1700 | 1700 |
| Volume to Capacity | 0.13 | 0.04 | 0.03 |
| Queue Length 95th (ft) | 11 | 0 | 0 |
| Control Delay (s/veh) | 4.8 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 4.8 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 26.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 42 | 67 | 44 | 63 | 66 | 39 |
| Future Volume (vph) | 42 | 67 | 44 | 63 | 66 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.950 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1770 | 1810 | 1731 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1770 | 1810 | 1731 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 2% | 5% | 5% | 3% |
| Adj. Flow (vph) | 46 | 73 | 48 | 68 | 72 | 42 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 46 | 73 | 48 | 68 | 114 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 42 | 67 | 44 | 63 | 66 | 39 |
| Future Volume (Veh/h) | 42 | 67 | 44 | 63 | 66 | 39 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 73 | 48 | 68 | 72 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 257 | 93 | 114 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 257 | 93 | 114 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 93 | 92 | 97 | | | |
| cM capacity (veh/h) | 687 | 970 | 1475 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 46 | 73 | 48 | 68 | 114 |
| Volume Left | 46 | 0 | 48 | 0 | 0 |
| Volume Right | 0 | 73 | 0 | 0 | 42 |
| cSH | 687 | 970 | 1475 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.08 | 0.03 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 5 | 6 | 3 | 0 | 0 |
| Control Delay (s/veh) | 10.6 | 9.0 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.6 | | 3.1 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 19.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 67 | 44 | 63 | 66 | 39 |
| Future Vol, veh/h | 42 | 67 | 44 | 63 | 66 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 2 | 5 | 5 | 3 |
| Mvmt Flow | 46 | 73 | 48 | 68 | 72 | 42 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 257 | 93 | 114 | 0 | - | 0 |
| Stage 1 | 93 | - | - | - | - | - |
| Stage 2 | 164 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 711 | 970 | 1475 | - | - | - |
| Stage 1 | 906 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 688 | 970 | 1475 | - | - | - |
| Mov Cap-2 Maneuver | 688 | - | - | - | - | - |
| Stage 1 | 876 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.6 | 3.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1475 | - | 688 | 970 | - | - |
| HCM Lane V/C Ratio | 0.032 | - | 0.066 | 0.075 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 10.6 | 9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 45 | 25 | 25 | 86 | 25 |
| Future Volume (vph) | 13 | 45 | 25 | 25 | 86 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.895 | | 0.932 | | | |
| Flt Protected | 0.989 | | | | | 0.963 |
| Satd. Flow (prot) | 1682 | 0 | 1771 | 0 | 0 | 1736 |
| Flt Permitted | 0.989 | | | | | 0.963 |
| Satd. Flow (perm) | 1682 | 0 | 1771 | 0 | 0 | 1736 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 7% | 0% |
| Adj. Flow (vph) | 14 | 49 | 27 | 27 | 93 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 63 | 0 | 54 | 0 | 0 | 120 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 13 | 45 | 25 | 25 | 86 | 25 |
| Future Volume (Veh/h) | 13 | 45 | 25 | 25 | 86 | 25 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 49 | 27 | 27 | 93 | 27 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 254 | 41 | | | 54 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 254 | 41 | | | 54 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 95 | | | 94 | |
| cM capacity (veh/h) | 694 | 1036 | | | 1520 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 63 | 54 | 120 |
| Volume Left | 14 | 0 | 93 |
| Volume Right | 49 | 27 | 0 |
| cSH | 934 | 1700 | 1520 |
| Volume to Capacity | 0.07 | 0.03 | 0.06 |
| Queue Length 95th (ft) | 5 | 0 | 5 |
| Control Delay (s/veh) | 9.1 | 0.0 | 5.9 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.1 | 0.0 | 5.9 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 45 | 25 | 25 | 86 | 25 |
| Future Vol, veh/h | 13 | 45 | 25 | 25 | 86 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 7 | 0 |
| Mvmt Flow | 14 | 49 | 27 | 27 | 93 | 27 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 254 | 41 | 0 | 0 | 54 | 0 |
| Stage 1 | 41 | - | - | - | - | - |
| Stage 2 | 213 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 739 | 1036 | - | - | 1520 | - |
| Stage 1 | 987 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 693 | 1036 | - | - | 1520 | - |
| Mov Cap-2 Maneuver | 693 | - | - | - | - | - |
| Stage 1 | 987 | - | - | - | - | - |
| Stage 2 | 776 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 0 | 5.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 933 | 1520 | - |
| HCM Lane V/C Ratio | - | - | 0.068 | 0.061 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.1 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.2 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 124 | 13 | 0 | 95 |
| Future Volume (vph) | 4 | 0 | 124 | 13 | 0 | 95 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.987 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 902 | 0 | 1760 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 902 | 0 | 1760 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 100% | 0% | 4% | 31% | 0% | 3% |
| Adj. Flow (vph) | 4 | 0 | 135 | 14 | 0 | 103 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 0 | 149 | 0 | 0 | 103 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 124 | 13 | 0 | 95 |
| Future Volume (Veh/h) | 4 | 0 | 124 | 13 | 0 | 95 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 135 | 14 | 0 | 103 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 245 | 142 | | | 149 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 245 | 142 | | | 149 | |
| tC, single (s) | 7.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.4 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 100 | | | 100 | |
| cM capacity (veh/h) | 572 | 911 | | | 1445 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 149 | 103 |
| Volume Left | 4 | 0 | 0 |
| Volume Right | 0 | 14 | 0 |
| cSH | 572 | 1700 | 1445 |
| Volume to Capacity | 0.00* | 0.09 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s/veh) | 11.3 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 11.3 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.2 | |
| Intersection Capacity Utilization | | 17.3% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 124 | 13 | 0 | 95 |
| Future Vol, veh/h | 4 | 0 | 124 | 13 | 0 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 100 | 0 | 4 | 31 | 0 | 3 |
| Mvmt Flow | 4 | 0 | 135 | 14 | 0 | 103 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 245 | 142 | 0 | 0 | 149 | 0 |
| Stage 1 | 142 | - | - | - | - | - |
| Stage 2 | 103 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 572 | 911 | - | - | 1445 | - |
| Stage 1 | 692 | - | - | - | - | - |
| Stage 2 | 725 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 572 | 911 | - | - | 1445 | - |
| Mov Cap-2 Maneuver | 572 | - | - | - | - | - |
| Stage 1 | 692 | - | - | - | - | - |
| Stage 2 | 725 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 572 | 1445 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 11.3 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 124 | 0 | 1 | 95 |
| Future Volume (vph) | 0 | 0 | 124 | 0 | 1 | 95 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1827 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1827 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 135 | 0 | 1 | 103 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 135 | 0 | 0 | 104 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 9.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 124 | 0 | 1 | 95 |
| Future Volume (Veh/h) | 0 | 0 | 124 | 0 | 1 | 95 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 135 | 0 | 1 | 103 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 240 | 135 | | | 135 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 240 | 135 | | | 135 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 752 | 919 | | | 1462 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 135 | 104 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1462 |
| Volume to Capacity | 0.00 | 0.08 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 9.9% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 124 | 0 | 1 | 95 |
| Future Vol, veh/h | 0 | 0 | 124 | 0 | 1 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 135 | 0 | 1 | 103 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 240 | 135 | 0 | 0 | 135 | 0 |
| Stage 1 | 135 | - | - | - | - | - |
| Stage 2 | 105 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 753 | 919 | - | - | 1462 | - |
| Stage 1 | 896 | - | - | - | - | - |
| Stage 2 | 924 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 752 | 919 | - | - | 1462 | - |
| Mov Cap-2 Maneuver | 752 | - | - | - | - | - |
| Stage 1 | 896 | - | - | - | - | - |
| Stage 2 | 923 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1462 | - |
| HCM Lane V/C Ratio | - | - | - | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 37 | 96 | 107 | 17 | 0 | 0 |
| Future Volume (vph) | 37 | 96 | 107 | 17 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.982 | | | |
| Flt Protected | | 0.986 | | | | |
| Satd. Flow (prot) | 0 | 1834 | 1788 | 0 | 1900 | 0 |
| Flt Permitted | | 0.986 | | | | |
| Satd. Flow (perm) | 0 | 1834 | 1788 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 0% | 0% | 0% |
| Adj. Flow (vph) | 40 | 104 | 116 | 18 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 144 | 134 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 37 | 96 | 107 | 17 | 0 | 0 |
| Future Volume (Veh/h) | 37 | 96 | 107 | 17 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 40 | 104 | 116 | 18 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 134 | | | | 309 | 125 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 134 | | | | 309 | 125 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 1463 | | | | 669 | 931 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 144 | 134 | 0 |
| Volume Left | 40 | 0 | 0 |
| Volume Right | 0 | 18 | 0 |
| cSH | 1463 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 2.2 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 2.2 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

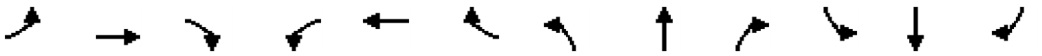
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 37 | 96 | 107 | 17 | 0 | 0 |
| Future Vol, veh/h | 37 | 96 | 107 | 17 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 40 | 104 | 116 | 18 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 134 | 0 | - | 0 | 309 | 125 |
| Stage 1 | - | - | - | - | 125 | - |
| Stage 2 | - | - | - | - | 184 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1463 | - | - | - | 687 | 931 |
| Stage 1 | - | - | - | - | 906 | - |
| Stage 2 | - | - | - | - | 852 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1463 | - | - | - | 667 | 931 |
| Mov Cap-2 Maneuver | - | - | - | - | 667 | - |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 852 | - |

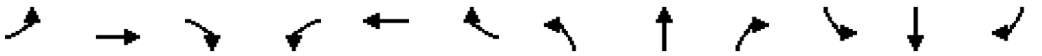
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.1 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SETSWLn1 | |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1463 | - | - |
| HCM Lane V/C Ratio | - | - | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.5 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 22 | 22 | 3 | 1 | 81 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Future Volume (vph) | 22 | 22 | 3 | 1 | 81 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.983 | | | 0.953 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3207 | 0 | 1805 | 3322 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3207 | 0 | 1805 | 3322 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 12% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 7% |
| Adj. Flow (vph) | 24 | 24 | 3 | 1 | 88 | 40 | 0 | 0 | 3 | 15 | 0 | 63 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 27 | 0 | 1 | 128 | 0 | 0 | 3 | 0 | 0 | 15 | 63 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 22 | 3 | 1 | 81 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Future Volume (Veh/h) | 22 | 22 | 3 | 1 | 81 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 24 | 3 | 1 | 88 | 40 | 0 | 0 | 3 | 15 | 0 | 63 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 128 | | | 27 | | | 151 | 204 | 14 | 173 | 185 | 64 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 128 | | | 27 | | | 151 | 204 | 14 | 173 | 185 | 64 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 94 |
| cM capacity (veh/h) | 1427 | | | 1600 | | | 745 | 684 | 1070 | 743 | 701 | 971 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 24 | 16 | 11 | 1 | 59 | 69 | 3 | 78 |
| Volume Left | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| Volume Right | 0 | 0 | 3 | 0 | 0 | 40 | 3 | 63 |
| cSH | 1427 | 1700 | 1700 | 1600 | 1700 | 1700 | 1070 | 1202 |
| Volume to Capacity | 0.02 | 0.00* | 0.00* | 0.00* | 0.03 | 0.04 | 0.00* | 0.06 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s/veh) | 7.6 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 8.4 | 9.2 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.6 | | | 0.1 | | | 8.4 | 9.2 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 22 | 3 | 1 | 81 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Future Vol, veh/h | 22 | 22 | 3 | 1 | 81 | 37 | 0 | 0 | 3 | 14 | 0 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 12 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 7 |
| Mvmt Flow | 24 | 24 | 3 | 1 | 88 | 40 | 0 | 0 | 3 | 15 | 0 | 63 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 128 | 0 | 0 | 27 | 0 | 0 | 120 | 204 | 14 | 170 | 185 | 64 |
| Stage 1 | - | - | - | - | - | - | 74 | 74 | - | 110 | 110 | - |
| Stage 2 | - | - | - | - | - | - | 46 | 130 | - | 60 | 75 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.04 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 1427 | - | - | 1600 | - | - | 849 | 696 | 1069 | 759 | 713 | 971 |
| Stage 1 | - | - | - | - | - | - | 933 | 837 | - | 863 | 808 | - |
| Stage 2 | - | - | - | - | - | - | 968 | 792 | - | 924 | 836 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1427 | - | - | 1600 | - | - | 784 | 683 | 1069 | 747 | 700 | 971 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 784 | 683 | - | 747 | 700 | - |
| Stage 1 | - | - | - | - | - | - | 917 | 823 | - | 848 | 807 | - |
| Stage 2 | - | - | - | - | - | - | 905 | 791 | - | 906 | 822 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.5 | 0.1 | 8.4 | 9.2 |
| HCM LOS | | | A | A |

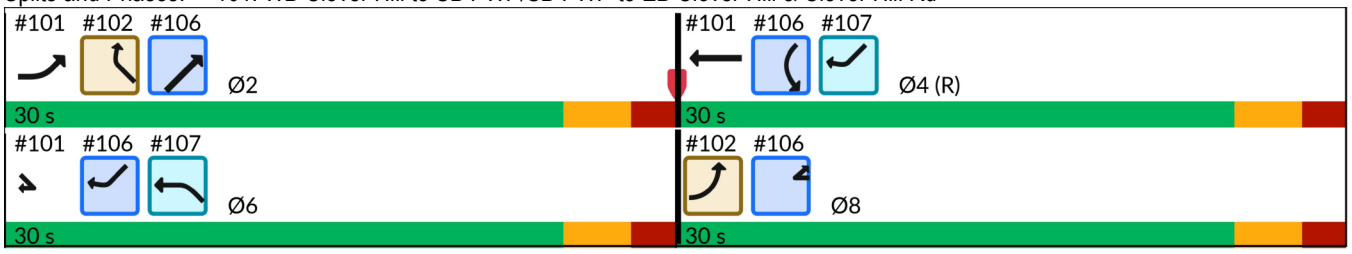
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1069 | 1427 | - | - | 1600 | - | - | 747 | 971 |
| HCM Lane V/C Ratio | 0.003 | 0.017 | - | - | 0.001 | - | - | 0.02 | 0.065 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.6 | - | - | 7.3 | - | - | 9.9 | 9 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.1 | 0.2 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 162 | 157 | 354 | 276 | |
| Future Volume (vph) | 162 | 157 | 354 | 276 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1418 | 1538 | 1845 | 1596 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1418 | 1538 | 1845 | 1596 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 171 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 34% | 5% | 3% | 3% | |
| Adj. Flow (vph) | 176 | 171 | 385 | 300 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 176 | 171 | 385 | 300 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.30 | 0.11 | 0.50 | 0.45 | |
| Control Delay (s/veh) | 13.4 | 0.1 | 15.3 | 15.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 13.4 | 0.1 | 15.3 | 15.3 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 15.3 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 41 | 0 | 120 | 75 | |
| Queue Length 95th (ft) | 80 | 0 | 190 | 134 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 590 | 1538 | 768 | 665 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.30 | 0.11 | 0.50 | 0.45 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 12.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 44.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 162 | 157 | 354 | 276 |
| Future Volume (vph) | 162 | 157 | 354 | 276 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1418 | 1538 | 1845 | 1596 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1418 | 1538 | 1845 | 1596 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 176 | 171 | 385 | 300 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 176 | 171 | 385 | 300 |
| Heavy Vehicles (%) | 34% | 5% | 3% | 3% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 590 | 1538 | 768 | 665 |
| v/s Ratio Prot | 0.12 | | c0.21 | c0.19 |
| v/s Ratio Perm | | 0.11 | | |
| v/c Ratio | 0.30 | 0.11 | 0.50 | 0.45 |
| Uniform Delay, d1 | 11.7 | 0.0 | 12.9 | 12.6 |
| Progression Factor | 1.00 | 1.00 | 0.98 | 1.00 |
| Incremental Delay, d2 | 1.3 | 0.1 | 2.2 | 2.2 |
| Delay (s) | 12.9 | 0.1 | 14.8 | 14.8 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 14.8 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 12.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 44.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

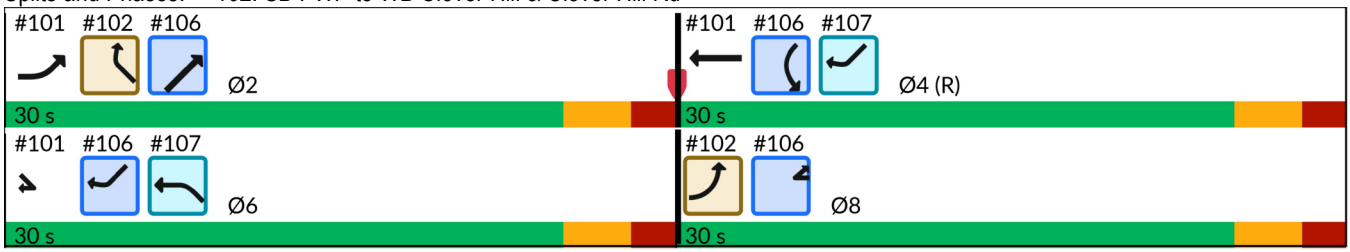
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 51 | 0 | 0 | 0 | 0 | 162 | | |
| Future Volume (vph) | 51 | 0 | 0 | 0 | 0 | 162 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1517 | 0 | 0 | 0 | 0 | 1418 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1517 | 0 | 0 | 0 | 0 | 1418 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 19% | 0% | 0% | 0% | 0% | 34% | | |
| Adj. Flow (vph) | 55 | 0 | 0 | 0 | 0 | 176 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 55 | 0 | 0 | 0 | 0 | 176 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.09 | | | | | 0.30 | | |
| Control Delay (s/veh) | 11.1 | | | | | 2.6 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 11.1 | | | | | 2.6 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 11.1 | | | | 2.6 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 12 | | | | | 3 | | |
| Queue Length 95th (ft) | 30 | | | | | 5 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 632 | | | | | 590 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.09 | | | | | 0.30 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 4.6 | | Intersection LOS: A | |
| Intersection Capacity Utilization 23.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

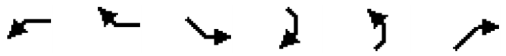
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 51 | 0 | 0 | 0 | 0 | 162 |
| Future Volume (vph) | 51 | 0 | 0 | 0 | 0 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1517 | | | | | 1418 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1517 | | | | | 1418 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 55 | 0 | 0 | 0 | 0 | 176 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 55 | 0 | 0 | 0 | 0 | 176 |
| Heavy Vehicles (%) | 19% | 0% | 0% | 0% | 0% | 34% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 632 | | | | | 590 |
| v/s Ratio Prot | c0.04 | | | | | c0.12 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.09 | | | | | 0.30 |
| Uniform Delay, d1 | 10.6 | | | | | 11.7 |
| Progression Factor | 1.00 | | | | | 0.11 |
| Incremental Delay, d2 | 0.3 | | | | | 1.3 |
| Delay (s) | 10.9 | | | | | 2.5 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 10.9 | | 0.0 | | 2.5 | |
| Approach LOS | B | | A | | A | |

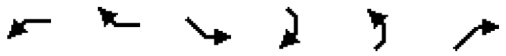
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 4.5 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.19 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 56 | 0 | 0 | 157 |
| Future Volume (vph) | 0 | 0 | 56 | 0 | 0 | 157 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1583 | 0 | 0 | 1565 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1583 | 0 | 0 | 1565 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 14% | 0% | 0% | 5% |
| Adj. Flow (vph) | 0 | 0 | 61 | 0 | 0 | 171 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 61 | 0 | 0 | 171 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 56 | 0 | 0 | 157 |
| Future Volume (Veh/h) | 0 | 0 | 56 | 0 | 0 | 157 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 61 | 0 | 0 | 171 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 171 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 171 | 0 | 0 | |
| tC, single (s) | | | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.6 | 3.3 | 2.2 | |
| p0 queue free % | | | 92 | 100 | 100 | |
| cM capacity (veh/h) | | | 792 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 61 | 171 |
| Volume Left | 61 | 0 |
| Volume Right | 0 | 0 |
| cSH | 792 | 1700 |
| Volume to Capacity | 0.08 | 0.10 |
| Queue Length 95th (ft) | 6 | 0 |
| Control Delay (s/veh) | 9.9 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 9.9 | 0.0 |
| Approach LOS | A | |

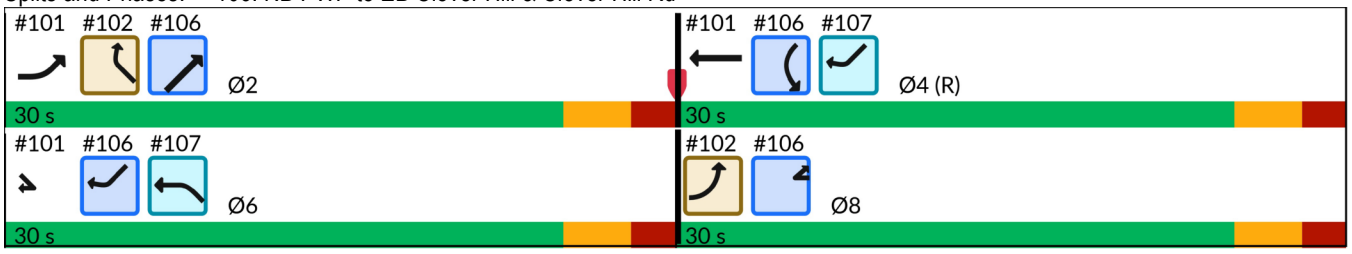
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 38.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 46 | 67 | 105 | 231 |
| Future Volume (vph) | 46 | 67 | 105 | 231 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1442 | 1667 | 1759 | 1538 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1442 | 1667 | 1759 | 1538 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 251 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 14% | 14% | 8% | 5% |
| Adj. Flow (vph) | 50 | 73 | 114 | 251 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 50 | 73 | 114 | 251 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.08 | 0.11 | 0.16 | 0.32 |
| Control Delay (s/veh) | 11.1 | 8.1 | 11.7 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.1 | 8.1 | 11.7 | 3.1 |
| LOS | B | A | B | A |
| Approach Delay (s/veh) | | 8.1 | | |
| Approach LOS | | A | | |
| Queue Length 50th (ft) | 10 | 11 | 25 | 0 |
| Queue Length 95th (ft) | 28 | 24 | 52 | 35 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 600 | 694 | 732 | 787 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.11 | 0.16 | 0.32 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 6.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 18.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 46 | 67 | 105 | 231 |
| Future Volume (vph) | 46 | 67 | 105 | 231 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1442 | 1667 | 1759 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1442 | 1667 | 1759 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 73 | 114 | 251 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 146 |
| Lane Group Flow (vph) | 50 | 73 | 114 | 105 |
| Heavy Vehicles (%) | 14% | 14% | 8% | 5% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 600 | 694 | 732 | 640 |
| v/s Ratio Prot | 0.03 | 0.04 | c0.06 | c0.07 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.08 | 0.11 | 0.16 | 0.16 |
| Uniform Delay, d1 | 10.6 | 10.7 | 10.9 | 11.0 |
| Progression Factor | 1.00 | 0.71 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.3 | 0.5 | 0.5 |
| Delay (s) | 10.8 | 7.9 | 11.4 | 11.5 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | 7.9 | | |
| Approach LOS | | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.16 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 18.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

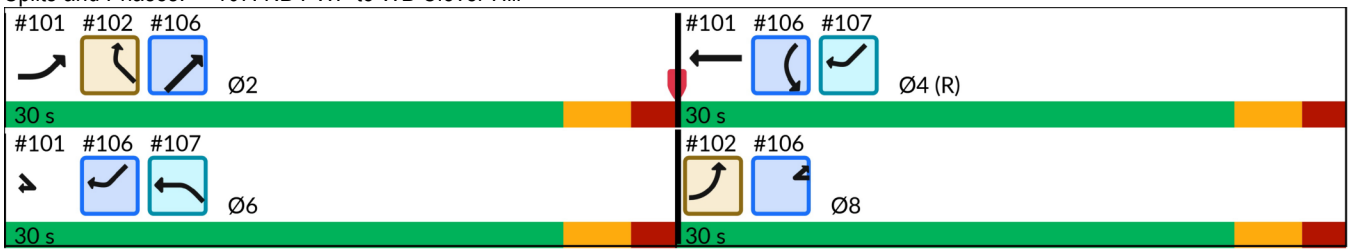
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 305 | 0 | 0 | 105 | | |
| Future Volume (vph) | 0 | 0 | 305 | 0 | 0 | 105 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1752 | 0 | 0 | 1759 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1752 | 0 | 0 | 1759 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 8% | | |
| Adj. Flow (vph) | 0 | 0 | 332 | 0 | 0 | 114 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 332 | 0 | 0 | 114 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.45 | | | 0.16 | | |
| Control Delay (s/veh) | | | 15.1 | | | 1.6 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 15.1 | | | 1.6 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 15.1 | | 1.6 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 82 | | | 2 | | |
| Queue Length 95th (ft) | | | 144 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 730 | | | 732 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.45 | | | 0.16 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 11.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 33.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

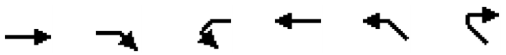
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 305 | 0 | 0 | 105 |
| Future Volume (vph) | 0 | 0 | 305 | 0 | 0 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1752 | | | 1759 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1752 | | | 1759 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 332 | 0 | 0 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 332 | 0 | 0 | 114 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 8% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 730 | | | 732 |
| v/s Ratio Prot | | | c0.19 | | | c0.06 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.45 | | | 0.16 |
| Uniform Delay, d1 | | | 12.6 | | | 10.9 |
| Progression Factor | | | 1.00 | | | 0.10 |
| Incremental Delay, d2 | | | 2.0 | | | 0.5 |
| Delay (s) | | | 14.6 | | | 1.6 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 14.6 | | 1.6 | |
| Approach LOS | A | | B | | A | |

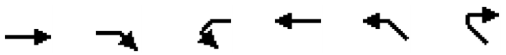
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.31 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 33.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 231 | 146 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 231 | 146 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1810 | 1318 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1810 | 1318 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 37% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 251 | 159 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 251 | 159 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 36.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 231 | 146 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 231 | 146 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 251 | 159 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 251 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 251 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.8 | 3.3 |
| p0 queue free % | | | 100 | | 76 | 100 |
| cM capacity (veh/h) | | | 1636 | | 668 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 251 | 159 |
| Volume Left | 0 | 159 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 668 |
| Volume to Capacity | 0.15 | 0.24 |
| Queue Length 95th (ft) | 0 | 23 |
| Control Delay (s/veh) | 0.0 | 12.1 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 12.1 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 649 | 1 | 5 | 62 | 0 | 485 |
| Future Volume (vph) | 649 | 1 | 5 | 62 | 0 | 485 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.952 | | | | |
| Satd. Flow (prot) | 0 | 1791 | 1900 | 1524 | 1900 | 1583 |
| Flt Permitted | | 0.952 | | | | |
| Satd. Flow (perm) | 0 | 1791 | 1900 | 1524 | 1900 | 1583 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 6% | 0% | 2% |
| Adj. Flow (vph) | 705 | 1 | 5 | 67 | 0 | 527 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 706 | 5 | 67 | 0 | 527 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 46.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 649 | 1 | 5 | 62 | 0 | 485 |
| Future Volume (Veh/h) | 649 | 1 | 5 | 62 | 0 | 485 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 705 | 1 | 5 | 67 | 0 | 527 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 26 | 100 | 99 | 94 | 100 | |
| cM capacity (veh/h) | 954 | 900 | 900 | 1073 | 1636 | |

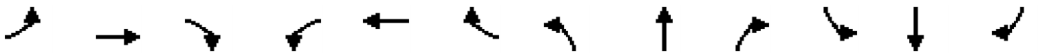
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 706 | 5 | 67 | 0 | 527 |
| Volume Left | 705 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 67 | 0 | 527 |
| cSH | 954 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.74 | 0.00* | 0.06 | 0.00 | 0.31 |
| Queue Length 95th (ft) | 174 | 0 | 5 | 0 | 0 |
| Control Delay (s/veh) | 18.7 | 9.0 | 8.6 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s/veh) | 18.7 | 8.6 | | 0.0 | |
| Approach LOS | C | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 10.6 | | |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 11 | 36 | 5 | 5 | 38 | 397 | 3 | 53 | 326 | 85 | 9 | 0 |
| Future Volume (vph) | 11 | 36 | 5 | 5 | 38 | 397 | 3 | 53 | 326 | 85 | 9 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.988 | | | 0.878 | | | 0.885 | | | | |
| Flt Protected | | 0.989 | | | 0.999 | | | | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1857 | 0 | 0 | 1652 | 0 | 0 | 1663 | 0 | 0 | 1737 | 0 |
| Flt Permitted | | 0.989 | | | 0.999 | | | | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1857 | 0 | 0 | 1652 | 0 | 0 | 1663 | 0 | 0 | 1737 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 8% | 0% | 4% | 11% | 0% |
| Adj. Flow (vph) | 12 | 39 | 5 | 5 | 41 | 432 | 3 | 58 | 354 | 92 | 10 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 56 | 0 | 0 | 478 | 0 | 0 | 415 | 0 | 0 | 102 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 65.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 36 | 5 | 5 | 38 | 397 | 3 | 53 | 326 | 85 | 9 | 0 |
| Future Volume (Veh/h) | 11 | 36 | 5 | 5 | 38 | 397 | 3 | 53 | 326 | 85 | 9 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 39 | 5 | 5 | 41 | 432 | 3 | 58 | 354 | 92 | 10 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 456 | 612 | 10 | 460 | 435 | 235 | 10 | | | 412 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 456 | 612 | 10 | 460 | 435 | 235 | 10 | | | 412 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 90 | 100 | 99 | 91 | 46 | 100 | | | 92 | | |
| cM capacity (veh/h) | 211 | 377 | 1077 | 443 | 475 | 807 | 1623 | | | 1136 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 56 | 478 | 415 | 102 |
| Volume Left | 12 | 5 | 3 | 92 |
| Volume Right | 5 | 432 | 354 | 0 |
| cSH | 339 | 755 | 1623 | 1136 |
| Volume to Capacity | 0.17 | 0.63 | 0.00* | 0.08 |
| Queue Length 95th (ft) | 15 | 114 | 0 | 7 |
| Control Delay (s/veh) | 17.7 | 17.6 | 0.1 | 7.7 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 17.7 | 17.6 | 0.1 | 7.7 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.7 | | | |
| Intersection Capacity Utilization | 65.4% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

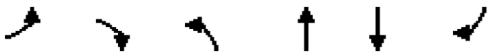
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 36 | 5 | 5 | 38 | 397 | 3 | 53 | 326 | 85 | 9 | 0 |
| Future Vol, veh/h | 11 | 36 | 5 | 5 | 38 | 397 | 3 | 53 | 326 | 85 | 9 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 4 | 11 | 0 |
| Mvmt Flow | 12 | 39 | 5 | 5 | 41 | 432 | 3 | 58 | 354 | 92 | 10 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 456 | 612 | 10 | 457 | 435 | 235 | 10 | 0 | 0 | 412 | 0 | 0 |
| Stage 1 | 194 | 194 | - | 241 | 241 | - | - | - | - | - | - | - |
| Stage 2 | 262 | 418 | - | 216 | 194 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.21 | 4.1 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.309 | 2.2 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 518 | 411 | 1077 | 517 | 517 | 807 | 1623 | - | - | 1136 | - | - |
| Stage 1 | 812 | 744 | - | 767 | 710 | - | - | - | - | - | - | - |
| Stage 2 | 747 | 594 | - | 791 | 744 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 211 | 376 | 1077 | 444 | 474 | 807 | 1623 | - | - | 1136 | - | - |
| Mov Cap-2 Maneuver | 211 | 376 | - | 444 | 474 | - | - | - | - | - | - | - |
| Stage 1 | 810 | 684 | - | 765 | 708 | - | - | - | - | - | - | - |
| Stage 2 | 326 | 592 | - | 682 | 684 | - | - | - | - | - | - | - |

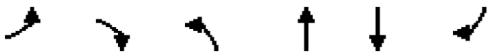
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.6 | 13.6 | 0.1 | 7.6 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1623 | - | - | 341 | 894 | 1136 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.166 | 0.535 | 0.081 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 17.6 | 13.6 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.6 | 3.2 | 0.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 359 | 0 | 0 | 23 | 19 | 0 |
| Future Volume (vph) | 359 | 0 | 0 | 23 | 19 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1787 | 1900 | 0 | 1827 | 1810 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1787 | 1900 | 0 | 1827 | 1810 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 4% | 5% | 0% |
| Adj. Flow (vph) | 390 | 0 | 0 | 25 | 21 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 390 | 0 | 0 | 25 | 21 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 29.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 359 | 0 | 0 | 23 | 19 | 0 |
| Future Volume (Veh/h) | 359 | 0 | 0 | 23 | 19 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 390 | 0 | 0 | 25 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 46 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 46 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 60 | 100 | 100 | | | |
| cM capacity (veh/h) | 967 | 1062 | 1608 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 390 | 0 | 25 | 21 |
| Volume Left | 390 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 967 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.40 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 49 | 0 | 0 | 0 |
| Control Delay (s/veh) | 11.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 11.2 | | 0.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 10.0 | | |
| Intersection Capacity Utilization | 29.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

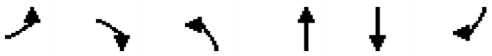
| Intersection | |
|---|---|
| Int Delay, s/veh | 10 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 359 | 0 | 0 | 23 | 19 | 0 |
| Future Vol, veh/h | 359 | 0 | 0 | 23 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 4 | 5 | 0 |
| Mvmt Flow | 390 | 0 | 0 | 25 | 21 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 46 | 21 | - | 0 | - | 0 |
| Stage 1 | 21 | - | - | - | - | - |
| Stage 2 | 25 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 967 | 1062 | 0 | - | - | 0 |
| Stage 1 | 1004 | - | 0 | - | - | 0 |
| Stage 2 | 1000 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 967 | 1062 | - | - | - | - |
| Mov Cap-2 Maneuver | 967 | - | - | - | - | - |
| Stage 1 | 1004 | - | - | - | - | - |
| Stage 2 | 1000 | - | - | - | - | - |

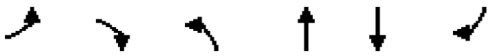
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 967 | - | - |
| HCM Lane V/C Ratio | - | 0.404 | - | - |
| HCM Ctrl Dly (s/v) | - | 11.2 | 0 | - |
| HCM Lane LOS | - | B | A | - |
| HCM 95th %tile Q (veh) | - | 2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 311 | 150 | 93 | 43 |
| Future Volume (vph) | 0 | 0 | 311 | 150 | 93 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.967 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1808 | 1827 | 1482 |
| Flt Permitted | | | | 0.967 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1808 | 1827 | 1482 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 4% | 9% |
| Adj. Flow (vph) | 0 | 0 | 338 | 163 | 101 | 47 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 501 | 101 | 47 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

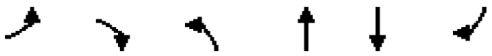
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 35.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 311 | 150 | 93 | 43 |
| Future Volume (Veh/h) | 0 | 0 | 311 | 150 | 93 | 43 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 338 | 163 | 101 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 940 | 101 | 148 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 940 | 101 | 148 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 77 | | | |
| cM capacity (veh/h) | 226 | 960 | 1446 | | | |

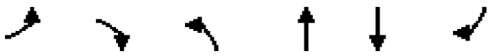
| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 501 | 101 | 47 |
| Volume Left | 338 | 0 | 0 |
| Volume Right | 0 | 0 | 47 |
| cSH | 1446 | 1700 | 1700 |
| Volume to Capacity | 0.23 | 0.06 | 0.03 |
| Queue Length 95th (ft) | 23 | 0 | 0 |
| Control Delay (s/veh) | 6.3 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 6.3 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.8 | | |
| Intersection Capacity Utilization | 35.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 56 | 97 | 98 | 47 | 33 |
| Future Volume (vph) | 25 | 56 | 97 | 98 | 47 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.944 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1570 | 1538 | 1787 | 1845 | 1636 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1570 | 1538 | 1787 | 1845 | 1636 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 15% | 5% | 1% | 3% | 3% | 19% |
| Adj. Flow (vph) | 27 | 61 | 105 | 107 | 51 | 36 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 27 | 61 | 105 | 107 | 87 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 56 | 97 | 98 | 47 | 33 |
| Future Volume (Veh/h) | 25 | 56 | 97 | 98 | 47 | 33 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 27 | 61 | 105 | 107 | 51 | 36 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 386 | 69 | 87 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 386 | 69 | 87 | | | |
| tC, single (s) | 6.6 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 94 | 93 | | | |
| cM capacity (veh/h) | 551 | 986 | 1515 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 27 | 61 | 105 | 107 | 87 |
| Volume Left | 27 | 0 | 105 | 0 | 0 |
| Volume Right | 0 | 61 | 0 | 0 | 36 |
| cSH | 551 | 986 | 1515 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.06 | 0.07 | 0.06 | 0.05 |
| Queue Length 95th (ft) | 4 | 5 | 6 | 0 | 0 |
| Control Delay (s/veh) | 11.9 | 8.9 | 7.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.8 | | 3.7 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 56 | 97 | 98 | 47 | 33 |
| Future Vol, veh/h | 25 | 56 | 97 | 98 | 47 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 5 | 1 | 3 | 3 | 19 |
| Mvmt Flow | 27 | 61 | 105 | 107 | 51 | 36 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 386 | 69 | 87 | 0 | - | 0 |
| Stage 1 | 69 | - | - | - | - | - |
| Stage 2 | 317 | - | - | - | - | - |
| Critical Hdwy | 6.55 | 6.25 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.55 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.55 | - | - | - | - | - |
| Follow-up Hdwy | 3.635 | 3.345 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 592 | 986 | 1515 | - | - | - |
| Stage 1 | 922 | - | - | - | - | - |
| Stage 2 | 710 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 551 | 986 | 1515 | - | - | - |
| Mov Cap-2 Maneuver | 551 | - | - | - | - | - |
| Stage 1 | 858 | - | - | - | - | - |
| Stage 2 | 710 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.8 | 3.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1515 | - | 551 | 986 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | 0.049 | 0.062 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | - | 11.9 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 36 | 104 | 36 | 10 | 51 | 36 |
| Future Volume (vph) | 36 | 104 | 36 | 10 | 51 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.900 | | 0.970 | | | |
| Flt Protected | 0.987 | | | | | 0.972 |
| Satd. Flow (prot) | 1639 | 0 | 1843 | 0 | 0 | 1774 |
| Flt Permitted | 0.987 | | | | | 0.972 |
| Satd. Flow (perm) | 1639 | 0 | 1843 | 0 | 0 | 1774 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 0% | 7% | 0% |
| Adj. Flow (vph) | 39 | 113 | 39 | 11 | 55 | 39 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 152 | 0 | 50 | 0 | 0 | 94 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 36 | 104 | 36 | 10 | 51 | 36 |
| Future Volume (Veh/h) | 36 | 104 | 36 | 10 | 51 | 36 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 39 | 113 | 39 | 11 | 55 | 39 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 194 | 45 | | | 50 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 194 | 45 | | | 50 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 95 | 89 | | | 96 | |
| cM capacity (veh/h) | 771 | 1020 | | | 1525 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 152 | 50 | 94 |
| Volume Left | 39 | 0 | 55 |
| Volume Right | 113 | 11 | 0 |
| cSH | 942 | 1700 | 1525 |
| Volume to Capacity | 0.16 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 14 | 0 | 3 |
| Control Delay (s/veh) | 9.6 | 0.0 | 4.5 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.6 | 0.0 | 4.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 26.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 104 | 36 | 10 | 51 | 36 |
| Future Vol, veh/h | 36 | 104 | 36 | 10 | 51 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 7 | 0 |
| Mvmt Flow | 39 | 113 | 39 | 11 | 55 | 39 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 194 | 45 | 0 | 0 | 50 | 0 |
| Stage 1 | 45 | - | - | - | - | - |
| Stage 2 | 149 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.24 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 799 | 1019 | - | - | 1525 | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 884 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 769 | 1019 | - | - | 1525 | - |
| Mov Cap-2 Maneuver | 769 | - | - | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 851 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.6 | 0 | 4.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 940 | 1525 | - |
| HCM Lane V/C Ratio | - | - | 0.162 | 0.036 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.6 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.6 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 135 | 15 | 0 | 121 |
| Future Volume (vph) | 15 | 0 | 135 | 15 | 0 | 121 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.987 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1421 | 0 | 1780 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1421 | 0 | 1780 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 27% | 0% | 3% | 27% | 0% | 3% |
| Adj. Flow (vph) | 16 | 0 | 147 | 16 | 0 | 132 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 16 | 0 | 163 | 0 | 0 | 132 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 0 | 135 | 15 | 0 | 121 |
| Future Volume (Veh/h) | 15 | 0 | 135 | 15 | 0 | 121 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 147 | 16 | 0 | 132 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 287 | 155 | | | 163 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 287 | 155 | | | 163 | |
| tC, single (s) | 6.7 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 654 | 896 | | | 1428 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 163 | 132 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 16 | 0 |
| cSH | 654 | 1700 | 1428 |
| Volume to Capacity | 0.02 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 10.6 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 10.6 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.5 | |
| Intersection Capacity Utilization | | 18.0% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 0 | 135 | 15 | 0 | 121 |
| Future Vol, veh/h | 15 | 0 | 135 | 15 | 0 | 121 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 27 | 0 | 3 | 27 | 0 | 3 |
| Mvmt Flow | 16 | 0 | 147 | 16 | 0 | 132 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 287 | 155 | 0 | 0 | 163 | 0 |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 132 | - | - | - | - | - |
| Critical Hdwy | 6.67 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.67 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.67 | - | - | - | - | - |
| Follow-up Hdwy | 3.743 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 654 | 896 | - | - | 1428 | - |
| Stage 1 | 816 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 654 | 896 | - | - | 1428 | - |
| Mov Cap-2 Maneuver | 654 | - | - | - | - | - |
| Stage 1 | 816 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 654 | 1428 | - |
| HCM Lane V/C Ratio | - | - | 0.025 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 10.6 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 1 | 135 | 0 | 1 | 121 |
| Future Volume (vph) | 0 | 1 | 135 | 0 | 1 | 121 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1644 | 0 | 1845 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1644 | 0 | 1845 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 1 | 147 | 0 | 1 | 132 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 0 | 147 | 0 | 0 | 133 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 1 | 135 | 0 | 1 | 121 |
| Future Volume (Veh/h) | 0 | 1 | 135 | 0 | 1 | 121 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 147 | 0 | 1 | 132 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 281 | 147 | | | 147 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 281 | 147 | | | 147 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 713 | 905 | | | 1447 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 1 | 147 | 133 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 1 | 0 | 0 |
| cSH | 905 | 1700 | 1447 |
| Volume to Capacity | 0.00* | 0.09 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.0 | 0.0 | 0.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.0 | 0.0 | 0.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 17.2% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 135 | 0 | 1 | 121 |
| Future Vol, veh/h | 0 | 1 | 135 | 0 | 1 | 121 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 1 | 147 | 0 | 1 | 132 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 281 | 147 | 0 | 0 | 147 | 0 |
| Stage 1 | 147 | - | - | - | - | - |
| Stage 2 | 134 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 713 | 905 | - | - | 1447 | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 897 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 712 | 905 | - | - | 1447 | - |
| Mov Cap-2 Maneuver | 712 | - | - | - | - | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 896 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 905 | 1447 | - |
| HCM Lane V/C Ratio | - | - | 0.001 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0 | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 103 | 136 | 0 | 19 | 59 |
| Future Volume (vph) | 0 | 103 | 136 | 0 | 19 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.898 | |
| Flt Protected | | | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1827 | 1845 | 0 | 1686 | 0 |
| Flt Permitted | | | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1827 | 1845 | 0 | 1686 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 4% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 112 | 148 | 0 | 21 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 112 | 148 | 0 | 85 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 103 | 136 | 0 | 19 | 59 |
| Future Volume (Veh/h) | 0 | 103 | 136 | 0 | 19 | 59 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 112 | 148 | 0 | 21 | 64 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 148 | | | | 260 | 148 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 148 | | | | 260 | 148 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 97 | 93 |
| cM capacity (veh/h) | 1446 | | | | 733 | 904 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 112 | 148 | 85 |
| Volume Left | 0 | 0 | 21 |
| Volume Right | 0 | 0 | 64 |
| cSH | 1446 | 1700 | 855 |
| Volume to Capacity | 0.00 | 0.09 | 0.10 |
| Queue Length 95th (ft) | 0 | 0 | 8 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.7 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 18.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

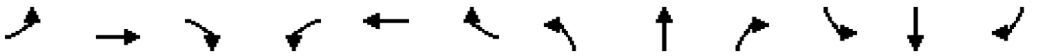
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 103 | 136 | 0 | 19 | 59 |
| Future Vol, veh/h | 0 | 103 | 136 | 0 | 19 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 112 | 148 | 0 | 21 | 64 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 148 | 0 | - | 0 | 260 | 148 |
| Stage 1 | - | - | - | - | 148 | - |
| Stage 2 | - | - | - | - | 112 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1446 | - | - | - | 733 | 904 |
| Stage 1 | - | - | - | - | 884 | - |
| Stage 2 | - | - | - | - | 918 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1446 | - | - | - | 733 | 904 |
| Mov Cap-2 Maneuver | - | - | - | - | 733 | - |
| Stage 1 | - | - | - | - | 884 | - |
| Stage 2 | - | - | - | - | 918 | - |

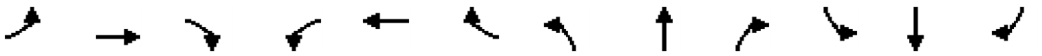
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1446 | - | 855 |
| HCM Lane V/C Ratio | - | - | - | - | 0.099 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.7 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.3 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 74 | 1 | 14 | 28 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Future Volume (vph) | 75 | 74 | 1 | 14 | 28 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.910 | | | 0.915 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.992 | | | 0.957 | |
| Satd. Flow (prot) | 1805 | 3370 | 0 | 1530 | 3171 | 0 | 0 | 1603 | 0 | 0 | 1724 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.992 | | | 0.957 | |
| Satd. Flow (perm) | 1805 | 3370 | 0 | 1530 | 3171 | 0 | 0 | 1603 | 0 | 0 | 1724 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 7% | 0% | 18% | 9% | 0% | 0% | 0% | 12% | 6% | 0% | 6% |
| Adj. Flow (vph) | 82 | 80 | 1 | 15 | 30 | 45 | 3 | 4 | 12 | 50 | 5 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 82 | 81 | 0 | 15 | 75 | 0 | 0 | 19 | 0 | 0 | 55 | 46 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 75 | 74 | 1 | 14 | 28 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Future Volume (Veh/h) | 75 | 74 | 1 | 14 | 28 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 82 | 80 | 1 | 15 | 30 | 45 | 3 | 4 | 12 | 50 | 5 | 46 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 75 | | | 81 | | | 315 | 350 | 41 | 301 | 328 | 38 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 75 | | | 81 | | | 315 | 350 | 41 | 301 | 328 | 38 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 95 | | | 99 | | | 99 | 99 | 99 | 91 | 99 | 95 |
| cM capacity (veh/h) | 1537 | | | 1405 | | | 559 | 541 | 990 | 578 | 557 | 1013 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 82 | 53 | 28 | 15 | 20 | 55 | 19 | 101 |
| Volume Left | 82 | 0 | 0 | 15 | 0 | 0 | 3 | 50 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 45 | 12 | 46 |
| cSH | 1537 | 1700 | 1700 | 1405 | 1700 | 1700 | 764 | 1059 |
| Volume to Capacity | 0.05 | 0.03 | 0.02 | 0.01 | 0.01 | 0.03 | 0.02 | 0.10 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 8 |
| Control Delay (s/veh) | 7.5 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 9.8 | 10.5 |
| Lane LOS | A | | | A | | | A | B |
| Approach Delay (s/veh) | 3.8 | | | 1.3 | | | 9.8 | 10.5 |
| Approach LOS | | | | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.3 | | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 75 | 74 | 1 | 14 | 28 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Future Vol, veh/h | 75 | 74 | 1 | 14 | 28 | 41 | 3 | 4 | 11 | 46 | 5 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 7 | 0 | 18 | 9 | 0 | 0 | 0 | 12 | 6 | 0 | 6 |
| Mvmt Flow | 82 | 80 | 1 | 15 | 30 | 45 | 3 | 4 | 12 | 50 | 5 | 46 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 75 | 0 | 0 | 81 | 0 | 0 | 293 | 350 | 41 | 289 | 328 | 38 |
| Stage 1 | - | - | - | - | - | - | 245 | 245 | - | 83 | 83 | - |
| Stage 2 | - | - | - | - | - | - | 48 | 105 | - | 206 | 245 | - |
| Critical Hdwy | 4.1 | - | - | 4.46 | - | - | 7.5 | 6.5 | 7.14 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.38 | - | - | 3.5 | 4 | 3.42 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1537 | - | - | 1405 | - | - | 642 | 577 | 989 | 631 | 594 | 1013 |
| Stage 1 | - | - | - | - | - | - | 743 | 707 | - | 904 | 830 | - |
| Stage 2 | - | - | - | - | - | - | 965 | 812 | - | 765 | 707 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1537 | - | - | 1405 | - | - | 579 | 541 | 989 | 589 | 557 | 1013 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 579 | 541 | - | 589 | 557 | - |
| Stage 1 | - | - | - | - | - | - | 704 | 670 | - | 856 | 821 | - |
| Stage 2 | - | - | - | - | - | - | 906 | 803 | - | 711 | 670 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.7 | 1.3 | 9.9 | 10.4 |
| HCM LOS | | | A | B |

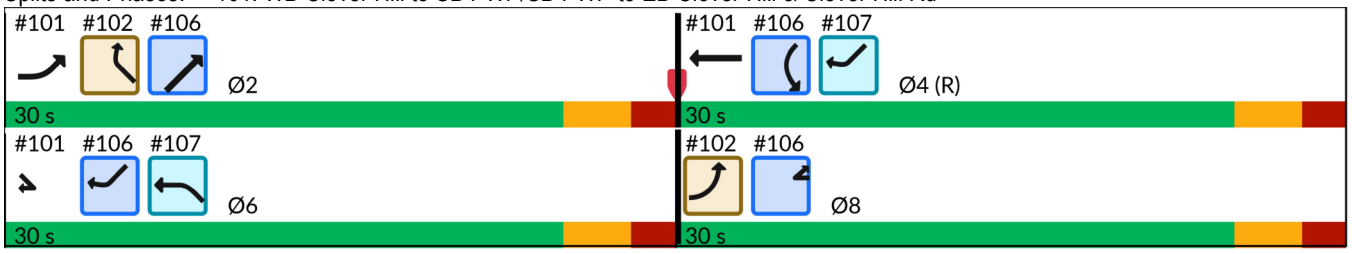
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 760 | 1537 | - | - | 1405 | - | - | 586 | 1013 |
| HCM Lane V/C Ratio | 0.026 | 0.053 | - | - | 0.011 | - | - | 0.095 | 0.045 |
| HCM Ctrl Dly (s/v) | 9.9 | 7.5 | - | - | 7.6 | - | - | 11.8 | 8.7 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.2 | - | - | 0 | - | - | 0.3 | 0.1 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 357 | 355 | 240 | 245 | |
| Future Volume (vph) | 357 | 355 | 240 | 245 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1863 | 1599 | 1881 | 1580 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1863 | 1599 | 1881 | 1580 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 386 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 2% | 1% | 1% | 4% | |
| Adj. Flow (vph) | 388 | 386 | 261 | 266 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 388 | 386 | 261 | 266 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.50 | 0.24 | 0.33 | 0.40 | |
| Control Delay (s/veh) | 15.7 | 0.4 | 13.4 | 14.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 15.7 | 0.4 | 13.4 | 14.6 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 13.4 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 99 | 0 | 76 | 64 | |
| Queue Length 95th (ft) | 168 | 0 | 130 | 118 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 776 | 1599 | 783 | 658 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.50 | 0.24 | 0.33 | 0.40 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 10.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 39.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 357 | 355 | 240 | 245 |
| Future Volume (vph) | 357 | 355 | 240 | 245 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1863 | 1599 | 1881 | 1580 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1863 | 1599 | 1881 | 1580 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 388 | 386 | 261 | 266 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 388 | 386 | 261 | 266 |
| Heavy Vehicles (%) | 2% | 1% | 1% | 4% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 776 | 1599 | 783 | 658 |
| v/s Ratio Prot | c0.21 | | c0.14 | 0.17 |
| v/s Ratio Perm | | 0.24 | | |
| v/c Ratio | 0.50 | 0.24 | 0.33 | 0.40 |
| Uniform Delay, d1 | 12.9 | 0.0 | 11.9 | 12.3 |
| Progression Factor | 1.00 | 1.00 | 1.01 | 1.00 |
| Incremental Delay, d2 | 2.3 | 0.4 | 1.1 | 1.8 |
| Delay (s) | 15.2 | 0.4 | 13.0 | 14.1 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 13.0 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

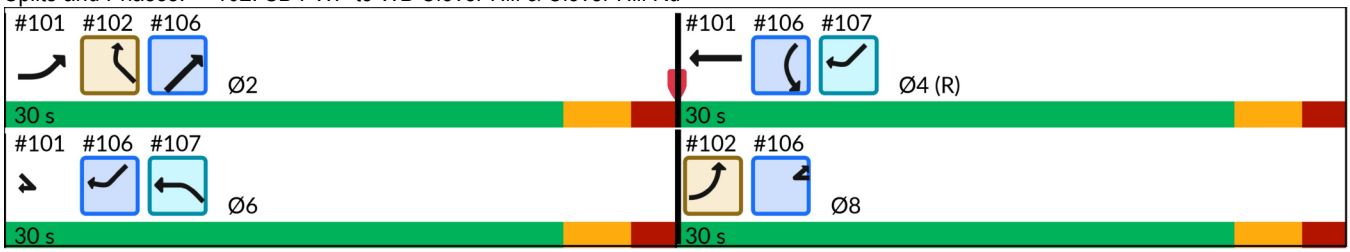
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 197 | 0 | 0 | 0 | 0 | 357 | | |
| Future Volume (vph) | 197 | 0 | 0 | 0 | 0 | 357 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1787 | 0 | 0 | 0 | 0 | 1863 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 0 | 0 | 0 | 1863 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 2% | | |
| Adj. Flow (vph) | 207 | 0 | 0 | 0 | 0 | 388 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 207 | 0 | 0 | 0 | 0 | 388 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.28 | | | | | 0.50 | | |
| Control Delay (s/veh) | 12.9 | | | | | 3.3 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.9 | | | | | 3.3 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 12.9 | | | | 3.3 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 47 | | | | | 6 | | |
| Queue Length 95th (ft) | 88 | | | | | 9 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 744 | | | | | 776 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.28 | | | | | 0.50 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 6.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 28.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

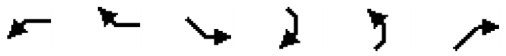
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 197 | 0 | 0 | 0 | 0 | 357 |
| Future Volume (vph) | 197 | 0 | 0 | 0 | 0 | 357 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1787 | | | | | 1863 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1787 | | | | | 1863 |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 207 | 0 | 0 | 0 | 0 | 388 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 207 | 0 | 0 | 0 | 0 | 388 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 2% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 744 | | | | | 776 |
| v/s Ratio Prot | c0.12 | | | | | c0.21 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.28 | | | | | 0.50 |
| Uniform Delay, d1 | 11.5 | | | | | 12.9 |
| Progression Factor | 1.00 | | | | | 0.10 |
| Incremental Delay, d2 | 0.9 | | | | | 2.0 |
| Delay (s) | 12.5 | | | | | 3.3 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.5 | | 0.0 | | 3.3 | |
| Approach LOS | B | | A | | A | |

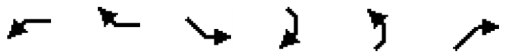
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.5 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 28.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 62 | 0 | 0 | 355 |
| Future Volume (vph) | 0 | 0 | 62 | 0 | 0 | 355 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1752 | 0 | 0 | 1627 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1752 | 0 | 0 | 1627 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 1% |
| Adj. Flow (vph) | 0 | 0 | 67 | 0 | 0 | 386 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 67 | 0 | 0 | 386 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 43.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 62 | 0 | 0 | 355 |
| Future Volume (Veh/h) | 0 | 0 | 62 | 0 | 0 | 355 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 67 | 0 | 0 | 386 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 386 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 386 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 89 | 100 | 100 | |
| cM capacity (veh/h) | | | 615 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 67 | 386 |
| Volume Left | 67 | 0 |
| Volume Right | 0 | 0 |
| cSH | 615 | 1700 |
| Volume to Capacity | 0.11 | 0.23 |
| Queue Length 95th (ft) | 9 | 0 |
| Control Delay (s/veh) | 11.6 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s/veh) | 11.6 | 0.0 |
| Approach LOS | B | |

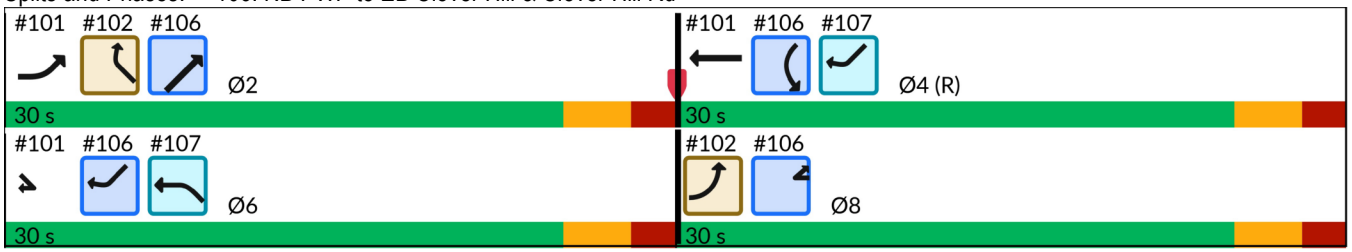
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 43.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 63 | 235 | 82 | 146 |
| Future Volume (vph) | 63 | 235 | 82 | 146 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1336 | 1881 | 1827 | 1568 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1336 | 1881 | 1827 | 1568 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 159 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 23% | 1% | 4% | 3% |
| Adj. Flow (vph) | 68 | 255 | 89 | 159 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 68 | 255 | 89 | 159 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.12 | 0.33 | 0.12 | 0.21 |
| Control Delay (s/veh) | 11.6 | 12.1 | 11.3 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.6 | 12.1 | 11.3 | 3.1 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 12.1 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 14 | 46 | 19 | 0 |
| Queue Length 95th (ft) | 36 | 102 | 42 | 28 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 556 | 783 | 761 | 746 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.33 | 0.12 | 0.21 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 9.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 24.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 63 | 235 | 82 | 146 |
| Future Volume (vph) | 63 | 235 | 82 | 146 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1336 | 1881 | 1827 | 1568 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1336 | 1881 | 1827 | 1568 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 68 | 255 | 89 | 159 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 93 |
| Lane Group Flow (vph) | 68 | 255 | 89 | 66 |
| Heavy Vehicles (%) | 23% | 1% | 4% | 3% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 556 | 783 | 761 | 653 |
| v/s Ratio Prot | c0.05 | c0.14 | 0.05 | 0.04 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.12 | 0.33 | 0.12 | 0.10 |
| Uniform Delay, d1 | 10.8 | 11.8 | 10.7 | 10.7 |
| Progression Factor | 1.00 | 0.91 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 1.0 | 0.3 | 0.3 |
| Delay (s) | 11.2 | 11.8 | 11.0 | 11.0 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 11.8 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.22 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 24.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

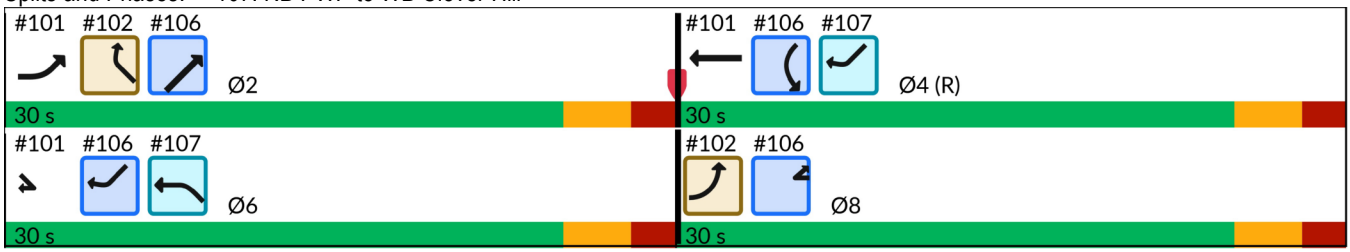
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 220 | 0 | 0 | 82 | | |
| Future Volume (vph) | 0 | 0 | 220 | 0 | 0 | 82 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1787 | 0 | 0 | 1827 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1787 | 0 | 0 | 1827 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 4% | | |
| Adj. Flow (vph) | 0 | 0 | 239 | 0 | 0 | 89 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 239 | 0 | 0 | 89 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.32 | | | 0.12 | | |
| Control Delay (s/veh) | | | 13.3 | | | 1.5 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 13.3 | | | 1.5 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 13.3 | | 1.5 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 56 | | | 1 | | |
| Queue Length 95th (ft) | | | 101 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 744 | | | 761 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.32 | | | 0.12 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.50 | | | |
| Intersection Signal Delay (s/veh): 10.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 28.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

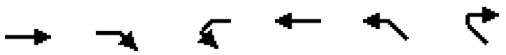
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 220 | 0 | 0 | 82 |
| Future Volume (vph) | 0 | 0 | 220 | 0 | 0 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1787 | | | 1827 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1787 | | | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 239 | 0 | 0 | 89 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 239 | 0 | 0 | 89 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 4% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 744 | | | 761 |
| v/s Ratio Prot | | | c0.13 | | | c0.05 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.32 | | | 0.12 |
| Uniform Delay, d1 | | | 11.8 | | | 10.7 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 1.1 | | | 0.3 |
| Delay (s) | | | 12.9 | | | 1.5 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 12.9 | | 1.5 | |
| Approach LOS | A | | B | | A | |

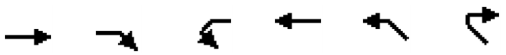
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 9.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.22 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 28.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 146 | 319 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 146 | 319 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1845 | 1752 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1845 | 1752 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 159 | 347 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 159 | 347 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 32.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 146 | 319 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 146 | 319 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 159 | 347 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 159 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 159 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 58 | 100 |
| cM capacity (veh/h) | | | 1636 | | 830 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 159 | 347 |
| Volume Left | 0 | 347 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 830 |
| Volume to Capacity | 0.09 | 0.42 |
| Queue Length 95th (ft) | 0 | 52 |
| Control Delay (s/veh) | 0.0 | 12.4 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 12.4 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.5 | | | |
| Intersection Capacity Utilization | 32.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 329 | 1 | 1 | 1 | 3 | 330 |
| Future Volume (vph) | 329 | 1 | 1 | 1 | 3 | 330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1811 | 1900 | 1615 | 1805 | 1615 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1811 | 1900 | 1615 | 1805 | 1615 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 358 | 1 | 1 | 1 | 3 | 359 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 359 | 1 | 1 | 3 | 359 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 34.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 329 | 1 | 1 | 1 | 3 | 330 |
| Future Volume (Veh/h) | 329 | 1 | 1 | 1 | 3 | 330 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 358 | 1 | 1 | 1 | 3 | 359 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 7 | 6 | 6 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 7 | 6 | 6 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 65 | 100 | 100 | 100 | 100 | |
| cM capacity (veh/h) | 1015 | 892 | 892 | 1091 | 1636 | |

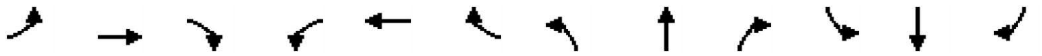
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 359 | 1 | 1 | 3 | 359 |
| Volume Left | 358 | 0 | 0 | 3 | 0 |
| Volume Right | 0 | 0 | 1 | 0 | 359 |
| cSH | 1015 | 892 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.35 | 0.00* | 0.00* | 0.00* | 0.21 |
| Queue Length 95th (ft) | 40 | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 10.5 | 9.0 | 8.3 | 7.2 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 10.5 | 8.7 | | 0.1 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.3 | | | |
| Intersection Capacity Utilization | 34.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 16 | 1 | 13 | 17 | 298 | 1 | 29 | 138 | 167 | 5 | 1 |
| Future Volume (vph) | 6 | 16 | 1 | 13 | 17 | 298 | 1 | 29 | 138 | 167 | 5 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.995 | | | 0.877 | | | 0.889 | | | 0.999 | |
| Flt Protected | | 0.986 | | | 0.998 | | | | | | 0.954 | |
| Satd. Flow (prot) | 0 | 1864 | 0 | 0 | 1663 | 0 | 0 | 1649 | 0 | 0 | 1811 | 0 |
| Flt Permitted | | 0.986 | | | 0.998 | | | | | | 0.954 | |
| Satd. Flow (perm) | 0 | 1864 | 0 | 0 | 1663 | 0 | 0 | 1649 | 0 | 0 | 1811 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 7 | 17 | 1 | 14 | 18 | 324 | 1 | 32 | 150 | 182 | 5 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 0 | 356 | 0 | 0 | 183 | 0 | 0 | 188 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 50.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 16 | 1 | 13 | 17 | 298 | 1 | 29 | 138 | 167 | 5 | 1 |
| Future Volume (Veh/h) | 6 | 16 | 1 | 13 | 17 | 298 | 1 | 29 | 138 | 167 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 17 | 1 | 14 | 18 | 324 | 1 | 32 | 150 | 182 | 5 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 488 | 554 | 6 | 488 | 479 | 107 | 6 | | | 182 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 488 | 554 | 6 | 488 | 479 | 107 | 6 | | | 182 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 96 | 100 | 97 | 96 | 66 | 100 | | | 87 | | |
| cM capacity (veh/h) | 284 | 386 | 1083 | 429 | 425 | 953 | 1628 | | | 1405 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 25 | 356 | 183 | 188 |
| Volume Left | 7 | 14 | 1 | 182 |
| Volume Right | 1 | 324 | 150 | 1 |
| cSH | 359 | 858 | 1628 | 1405 |
| Volume to Capacity | 0.07 | 0.42 | 0.00* | 0.13 |
| Queue Length 95th (ft) | 6 | 52 | 0 | 11 |
| Control Delay (s/veh) | 15.8 | 12.1 | 0.0 | 7.7 |
| Lane LOS | C | B | A | A |
| Approach Delay (s/veh) | 15.8 | 12.1 | 0.0 | 7.7 |
| Approach LOS | C | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.2 | | | |
| Intersection Capacity Utilization | 50.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 16 | 1 | 13 | 17 | 298 | 1 | 29 | 138 | 167 | 5 | 1 |
| Future Vol, veh/h | 6 | 16 | 1 | 13 | 17 | 298 | 1 | 29 | 138 | 167 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 17 | 1 | 14 | 18 | 324 | 1 | 32 | 150 | 182 | 5 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 488 | 554 | 6 | 488 | 479 | 107 | 6 | 0 | 0 | 182 | 0 | 0 |
| Stage 1 | 370 | 370 | - | 109 | 109 | - | - | - | - | - | - | - |
| Stage 2 | 118 | 184 | - | 379 | 370 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 493 | 443 | 1083 | 493 | 489 | 953 | 1628 | - | - | 1405 | - | - |
| Stage 1 | 654 | 624 | - | 901 | 809 | - | - | - | - | - | - | - |
| Stage 2 | 891 | 751 | - | 647 | 624 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 283 | 385 | 1083 | 428 | 425 | 953 | 1628 | - | - | 1405 | - | - |
| Mov Cap-2 Maneuver | 283 | 385 | - | 428 | 425 | - | - | - | - | - | - | - |
| Stage 1 | 653 | 543 | - | 900 | 808 | - | - | - | - | - | - | - |
| Stage 2 | 574 | 750 | - | 544 | 543 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.7 | 10.2 | 0 | 7.7 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1628 | - | - | 361 | 1049 | 1405 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.069 | 0.34 | 0.129 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 15.7 | 10.2 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.2 | 1.5 | 0.4 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 157 | 1 | 0 | 11 | 19 | 0 |
| Future Volume (vph) | 157 | 1 | 0 | 11 | 19 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1752 | 1615 | 0 | 1900 | 1900 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1752 | 1615 | 0 | 1900 | 1900 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 3% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 171 | 1 | 0 | 12 | 21 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 171 | 1 | 0 | 12 | 21 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 157 | 1 | 0 | 11 | 19 | 0 |
| Future Volume (Veh/h) | 157 | 1 | 0 | 11 | 19 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 171 | 1 | 0 | 12 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 33 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 33 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 83 | 100 | 100 | | | |
| cM capacity (veh/h) | 978 | 1062 | 1608 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 171 | 1 | 12 | 21 |
| Volume Left | 171 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 978 | 1062 | 1700 | 1700 |
| Volume to Capacity | 0.17 | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 16 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.5 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.5 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.9 | | |
| Intersection Capacity Utilization | 18.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 157 | 1 | 0 | 11 | 19 | 0 |
| Future Vol, veh/h | 157 | 1 | 0 | 11 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 171 | 1 | 0 | 12 | 21 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 33 | 21 | - | 0 | - | 0 |
| Stage 1 | 21 | - | - | - | - | - |
| Stage 2 | 12 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 978 | 1062 | 0 | - | - | 0 |
| Stage 1 | 999 | - | 0 | - | - | 0 |
| Stage 2 | 1008 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 978 | 1062 | - | - | - | - |
| Mov Cap-2 Maneuver | 978 | - | - | - | - | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 1008 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 978 | 1062 | - |
| HCM Lane V/C Ratio | - | 0.174 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 9.5 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0.6 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 131 | 202 | 173 | 30 |
| Future Volume (vph) | 0 | 0 | 131 | 202 | 173 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.981 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1842 | 1900 | 1429 |
| Flt Permitted | | | | 0.981 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1842 | 1900 | 1429 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 13% |
| Adj. Flow (vph) | 0 | 0 | 142 | 220 | 188 | 33 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 362 | 188 | 33 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 33.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 131 | 202 | 173 | 30 |
| Future Volume (Veh/h) | 0 | 0 | 131 | 202 | 173 | 30 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 142 | 220 | 188 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 692 | 188 | 221 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 692 | 188 | 221 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 90 | | | |
| cM capacity (veh/h) | 370 | 859 | 1360 | | | |

| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 362 | 188 | 33 |
| Volume Left | 142 | 0 | 0 |
| Volume Right | 0 | 0 | 33 |
| cSH | 1360 | 1700 | 1700 |
| Volume to Capacity | 0.10 | 0.11 | 0.02 |
| Queue Length 95th (ft) | 9 | 0 | 0 |
| Control Delay (s/veh) | 3.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 3.7 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 33.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 91 | 100 | 39 | 42 | 9 |
| Future Volume (vph) | 10 | 91 | 100 | 39 | 42 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.976 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1597 | 1615 | 1805 | 1900 | 1854 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1597 | 1615 | 1805 | 1900 | 1854 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 13% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 11 | 99 | 109 | 42 | 46 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 99 | 109 | 42 | 56 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 91 | 100 | 39 | 42 | 9 |
| Future Volume (Veh/h) | 10 | 91 | 100 | 39 | 42 | 9 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 99 | 109 | 42 | 46 | 10 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 311 | 51 | 56 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 311 | 51 | 56 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 90 | 93 | | | |
| cM capacity (veh/h) | 613 | 1023 | 1562 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 11 | 99 | 109 | 42 | 56 |
| Volume Left | 11 | 0 | 109 | 0 | 0 |
| Volume Right | 0 | 99 | 0 | 0 | 10 |
| cSH | 613 | 1023 | 1562 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.10 | 0.07 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 1 | 8 | 6 | 0 | 0 |
| Control Delay (s/veh) | 11.0 | 8.9 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.1 | | 5.4 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.7 | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 91 | 100 | 39 | 42 | 9 |
| Future Vol, veh/h | 10 | 91 | 100 | 39 | 42 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 99 | 109 | 42 | 46 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 311 | 51 | 56 | 0 | - | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 260 | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.53 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 659 | 1023 | 1562 | - | - | - |
| Stage 1 | 944 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 613 | 1023 | 1562 | - | - | - |
| Mov Cap-2 Maneuver | 613 | - | - | - | - | - |
| Stage 1 | 878 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 5.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1562 | - | 613 | 1023 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | 0.018 | 0.097 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.1 | 0.3 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 105 | 5 | 5 | 95 | 5 |
| Future Volume (vph) | 3 | 105 | 5 | 5 | 95 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.868 | | 0.932 | | | |
| Flt Protected | 0.999 | | | | | 0.954 |
| Satd. Flow (prot) | 1648 | 0 | 1771 | 0 | 0 | 1795 |
| Flt Permitted | 0.999 | | | | | 0.954 |
| Satd. Flow (perm) | 1648 | 0 | 1771 | 0 | 0 | 1795 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 3 | 114 | 5 | 5 | 103 | 5 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 117 | 0 | 10 | 0 | 0 | 108 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 25.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 3 | 105 | 5 | 5 | 95 | 5 |
| Future Volume (Veh/h) | 3 | 105 | 5 | 5 | 95 | 5 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 114 | 5 | 5 | 103 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 219 | 8 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 219 | 8 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 89 | | | 94 | |
| cM capacity (veh/h) | 725 | 1081 | | | 1616 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 117 | 10 | 108 |
| Volume Left | 3 | 0 | 103 |
| Volume Right | 114 | 5 | 0 |
| cSH | 1067 | 1700 | 1616 |
| Volume to Capacity | 0.11 | 0.00* | 0.06 |
| Queue Length 95th (ft) | 9 | 0 | 5 |
| Control Delay (s/veh) | 8.8 | 0.0 | 7.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.8 | 0.0 | 7.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.6 | | |
| Intersection Capacity Utilization | 25.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 105 | 5 | 5 | 95 | 5 |
| Future Vol, veh/h | 3 | 105 | 5 | 5 | 95 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 3 | 114 | 5 | 5 | 103 | 5 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 219 | 8 | 0 | 0 | 10 | 0 |
| Stage 1 | 8 | - | - | - | - | - |
| Stage 2 | 211 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 774 | 1080 | - | - | 1616 | - |
| Stage 1 | 1020 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 724 | 1080 | - | - | 1616 | - |
| Mov Cap-2 Maneuver | 724 | - | - | - | - | - |
| Stage 1 | 1020 | - | - | - | - | - |
| Stage 2 | 776 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 0 | 7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1065 | 1616 | - |
| HCM Lane V/C Ratio | - | - | 0.11 | 0.064 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.4 | 0.2 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 0 | 194 | 8 | 0 | 194 |
| Future Volume (vph) | 9 | 0 | 194 | 8 | 0 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.994 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1253 | 0 | 1851 | 0 | 0 | 1900 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1253 | 0 | 1851 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 44% | 0% | 0% | 50% | 0% | 0% |
| Adj. Flow (vph) | 10 | 0 | 211 | 9 | 0 | 211 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 10 | 0 | 220 | 0 | 0 | 211 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 20.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 0 | 194 | 8 | 0 | 194 |
| Future Volume (Veh/h) | 9 | 0 | 194 | 8 | 0 | 194 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 0 | 211 | 9 | 0 | 211 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 427 | 216 | | | 220 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 427 | 216 | | | 220 | |
| tC, single (s) | 6.8 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.9 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 513 | 829 | | | 1361 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 10 | 220 | 211 |
| Volume Left | 10 | 0 | 0 |
| Volume Right | 0 | 9 | 0 |
| cSH | 513 | 1700 | 1361 |
| Volume to Capacity | 0.02 | 0.13 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s/veh) | 12.2 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 12.2 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 20.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 0 | 194 | 8 | 0 | 194 |
| Future Vol, veh/h | 9 | 0 | 194 | 8 | 0 | 194 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 44 | 0 | 0 | 50 | 0 | 0 |
| Mvmt Flow | 10 | 0 | 211 | 9 | 0 | 211 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 427 | 216 | 0 | 0 | 220 | 0 |
| Stage 1 | 216 | - | - | - | - | - |
| Stage 2 | 211 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.896 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 513 | 829 | - | - | 1361 | - |
| Stage 1 | 730 | - | - | - | - | - |
| Stage 2 | 734 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 513 | 829 | - | - | 1361 | - |
| Mov Cap-2 Maneuver | 513 | - | - | - | - | - |
| Stage 1 | 730 | - | - | - | - | - |
| Stage 2 | 734 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 513 | 1361 | - |
| HCM Lane V/C Ratio | - | - | 0.019 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 12.2 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 194 | 0 | 0 | 194 |
| Future Volume (vph) | 0 | 0 | 194 | 0 | 0 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 211 | 0 | 0 | 211 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 211 | 0 | 0 | 211 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 194 | 0 | 0 | 194 |
| Future Volume (Veh/h) | 0 | 0 | 194 | 0 | 0 | 194 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 211 | 0 | 0 | 211 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 422 | 211 | | | 211 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 422 | 211 | | | 211 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 592 | 834 | | | 1372 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 211 | 211 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1372 |
| Volume to Capacity | 0.00 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 194 | 0 | 0 | 194 |
| Future Vol, veh/h | 0 | 0 | 194 | 0 | 0 | 194 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 211 | 0 | 0 | 211 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 422 | 211 | 0 | 0 | 211 | 0 |
| Stage 1 | 211 | - | - | - | - | - |
| Stage 2 | 211 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 592 | 834 | - | - | 1372 | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 592 | 834 | - | - | 1372 | - |
| Mov Cap-2 Maneuver | 592 | - | - | - | - | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1372 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 76 | 57 | 58 | 136 | 137 | 81 |
| Future Volume (vph) | 76 | 57 | 58 | 136 | 137 | 81 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.905 | | 0.950 | |
| Flt Protected | | 0.972 | | | 0.970 | |
| Satd. Flow (prot) | 0 | 1847 | 1720 | 0 | 1751 | 0 |
| Flt Permitted | | 0.972 | | | 0.970 | |
| Satd. Flow (perm) | 0 | 1847 | 1720 | 0 | 1751 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 83 | 62 | 63 | 148 | 149 | 88 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 145 | 211 | 0 | 237 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 76 | 57 | 58 | 136 | 137 | 81 |
| Future Volume (Veh/h) | 76 | 57 | 58 | 136 | 137 | 81 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 83 | 62 | 63 | 148 | 149 | 88 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 211 | | | | 365 | 137 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 211 | | | | 365 | 137 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 75 | 90 |
| cM capacity (veh/h) | 1372 | | | | 600 | 917 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 145 | 211 | 237 |
| Volume Left | 83 | 0 | 149 |
| Volume Right | 0 | 148 | 88 |
| cSH | 1372 | 1700 | 688 |
| Volume to Capacity | 0.06 | 0.12 | 0.34 |
| Queue Length 95th (ft) | 5 | 0 | 38 |
| Control Delay (s/veh) | 4.7 | 0.0 | 13.0 |
| Lane LOS | A | | B |
| Approach Delay (s/veh) | 4.7 | 0.0 | 13.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 41.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

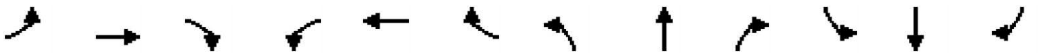
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 76 | 57 | 58 | 136 | 137 | 81 |
| Future Vol, veh/h | 76 | 57 | 58 | 136 | 137 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 83 | 62 | 63 | 148 | 149 | 88 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 211 | 0 | - | 0 | 365 | 137 |
| Stage 1 | - | - | - | - | 137 | - |
| Stage 2 | - | - | - | - | 228 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1372 | - | - | - | 639 | 917 |
| Stage 1 | - | - | - | - | 895 | - |
| Stage 2 | - | - | - | - | 815 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1372 | - | - | - | 599 | 917 |
| Mov Cap-2 Maneuver | - | - | - | - | 599 | - |
| Stage 1 | - | - | - | - | 839 | - |
| Stage 2 | - | - | - | - | 815 | - |

| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.5 | 0 | 13 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1372 | - | 688 |
| HCM Lane V/C Ratio | - | - | 0.06 | - | 0.344 |
| HCM Ctrl Dly (s/v) | - | - | 7.8 | 0 | 13 |
| HCM Lane LOS | - | - | A | A | B |
| HCM 95th %tile Q (veh) | - | - | 0.2 | - | 1.5 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 22 | 35 | 0 | 5 | 31 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Future Volume (vph) | 22 | 35 | 0 | 5 | 31 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.934 | | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3610 | 0 | 1805 | 3298 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1805 | 3610 | 0 | 1805 | 3298 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 24 | 38 | 0 | 5 | 34 | 27 | 0 | 3 | 0 | 42 | 0 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 38 | 0 | 5 | 61 | 0 | 0 | 3 | 0 | 0 | 42 | 24 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 35 | 0 | 5 | 31 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Future Volume (Veh/h) | 22 | 35 | 0 | 5 | 31 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 38 | 0 | 5 | 34 | 27 | 0 | 3 | 0 | 42 | 0 | 24 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 61 | | | 38 | | | 125 | 157 | 19 | 126 | 144 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 61 | | | 38 | | | 125 | 157 | 19 | 126 | 144 | 31 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 95 | 100 | 98 |
| cM capacity (veh/h) | 1555 | | | 1585 | | | 811 | 725 | 1061 | 826 | 737 | 1043 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 24 | 25 | 13 | 5 | 23 | 38 | 3 | 66 |
| Volume Left | 24 | 0 | 0 | 5 | 0 | 0 | 0 | 42 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 24 |
| cSH | 1555 | 1700 | 1700 | 1585 | 1700 | 1700 | 725 | 1298 |
| Volume to Capacity | 0.02 | 0.01 | 0.00* | 0.00* | 0.01 | 0.02 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s/veh) | 7.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 10.0 | 9.2 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 2.8 | | | 0.6 | | | 10.0 | 9.2 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 35 | 0 | 5 | 31 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Future Vol, veh/h | 22 | 35 | 0 | 5 | 31 | 25 | 0 | 3 | 0 | 39 | 0 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 24 | 38 | 0 | 5 | 34 | 27 | 0 | 3 | 0 | 42 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 61 | 0 | 0 | 38 | 0 | 0 | 113 | 157 | 19 | 127 | 144 | 31 |
| Stage 1 | - | - | - | - | - | - | 86 | 86 | - | 58 | 58 | - |
| Stage 2 | - | - | - | - | - | - | 27 | 71 | - | 69 | 86 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1555 | - | - | 1585 | - | - | 858 | 739 | 1061 | 839 | 751 | 1043 |
| Stage 1 | - | - | - | - | - | - | 918 | 827 | - | 953 | 851 | - |
| Stage 2 | - | - | - | - | - | - | 993 | 840 | - | 939 | 827 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1555 | - | - | 1585 | - | - | 826 | 726 | 1061 | 824 | 737 | 1043 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 826 | 726 | - | 824 | 737 | - |
| Stage 1 | - | - | - | - | - | - | 904 | 815 | - | 939 | 848 | - |
| Stage 2 | - | - | - | - | - | - | 967 | 837 | - | 921 | 815 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.8 | 0.6 | 10 | 9.2 |
| HCM LOS | | | B | A |

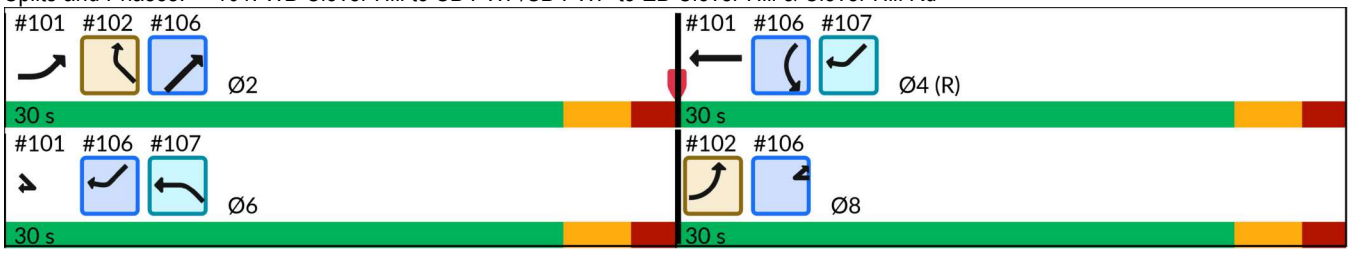
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 726 | 1555 | - | - | 1585 | - | - | 824 | 1043 |
| HCM Lane V/C Ratio | 0.004 | 0.015 | - | - | 0.003 | - | - | 0.051 | 0.023 |
| HCM Ctrl Dly (s/v) | 10 | 7.4 | - | - | 7.3 | - | - | 9.6 | 8.5 |
| HCM Lane LOS | B | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0 | - | - | 0 | - | - | 0.2 | 0.1 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 190 | 141 | 174 | 159 | |
| Future Volume (vph) | 190 | 141 | 174 | 159 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 153 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | |
| Adj. Flow (vph) | 207 | 153 | 189 | 173 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 207 | 153 | 189 | 173 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.26 | 0.09 | 0.24 | 0.25 | |
| Control Delay (s/veh) | 12.6 | 0.1 | 11.7 | 12.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.6 | 0.1 | 11.7 | 12.7 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 11.7 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 47 | 0 | 46 | 39 | |
| Queue Length 95th (ft) | 87 | 0 | 84 | 76 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 791 | 1615 | 791 | 685 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.26 | 0.09 | 0.24 | 0.25 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 9.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 27.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 190 | 141 | 174 | 159 |
| Future Volume (vph) | 190 | 141 | 174 | 159 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 207 | 153 | 189 | 173 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 207 | 153 | 189 | 173 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 791 | 1615 | 791 | 685 |
| v/s Ratio Prot | c0.11 | | c0.10 | 0.11 |
| v/s Ratio Perm | | 0.09 | | |
| v/c Ratio | 0.26 | 0.09 | 0.24 | 0.25 |
| Uniform Delay, d1 | 11.5 | 0.0 | 11.3 | 11.4 |
| Progression Factor | 1.00 | 1.00 | 0.94 | 1.00 |
| Incremental Delay, d2 | 0.8 | 0.1 | 0.7 | 0.9 |
| Delay (s) | 12.3 | 0.1 | 11.4 | 12.3 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 11.4 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 9.5 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.25 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 27.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

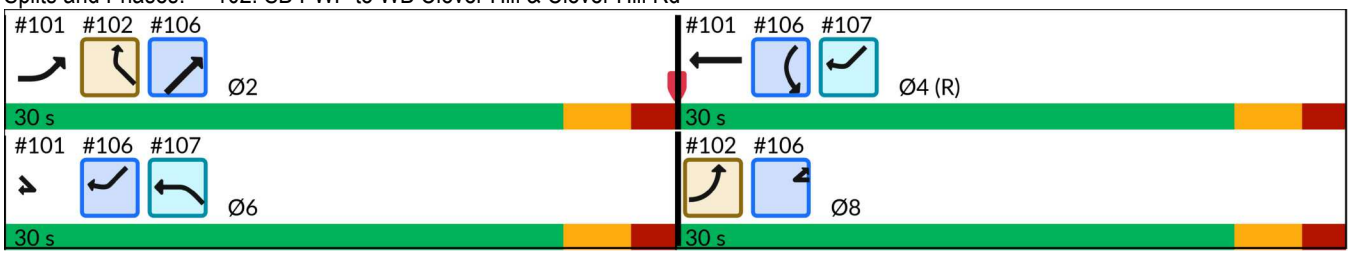
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 157 | 0 | 0 | 0 | 0 | 190 | | |
| Future Volume (vph) | 157 | 0 | 0 | 0 | 0 | 190 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 171 | 0 | 0 | 0 | 0 | 207 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 171 | 0 | 0 | 0 | 0 | 207 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.23 | | | | | 0.26 | | |
| Control Delay (s/veh) | 12.3 | | | | | 2.1 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.3 | | | | | 2.1 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 12.3 | | | | 2.1 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 38 | | | | | 3 | | |
| Queue Length 95th (ft) | 74 | | | | | 6 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 752 | | | | | 791 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.23 | | | | | 0.26 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 6.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 21.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 157 | 0 | 0 | 0 | 0 | 190 |
| Future Volume (vph) | 157 | 0 | 0 | 0 | 0 | 190 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1805 | | | | | 1900 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1805 | | | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 171 | 0 | 0 | 0 | 0 | 207 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 171 | 0 | 0 | 0 | 0 | 207 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 752 | | | | | 791 |
| v/s Ratio Prot | c0.09 | | | | | c0.11 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.23 | | | | | 0.26 |
| Uniform Delay, d1 | 11.3 | | | | | 11.5 |
| Progression Factor | 1.00 | | | | | 0.11 |
| Incremental Delay, d2 | 0.7 | | | | | 0.8 |
| Delay (s) | 12.0 | | | | | 2.1 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.0 | | 0.0 | | 2.1 | |
| Approach LOS | B | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.6 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.24 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 21.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 44 | 0 | 0 | 141 |
| Future Volume (vph) | 0 | 0 | 44 | 0 | 0 | 141 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 48 | 0 | 0 | 153 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 48 | 0 | 0 | 153 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 44 | 0 | 0 | 141 |
| Future Volume (Veh/h) | 0 | 0 | 44 | 0 | 0 | 141 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 48 | 0 | 0 | 153 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 153 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 153 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 94 | 100 | 100 | |
| cM capacity (veh/h) | | | 843 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 48 | 153 |
| Volume Left | 48 | 0 |
| Volume Right | 0 | 0 |
| cSH | 843 | 1700 |
| Volume to Capacity | 0.06 | 0.09 |
| Queue Length 95th (ft) | 5 | 0 |
| Control Delay (s/veh) | 9.5 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 9.5 | 0.0 |
| Approach LOS | A | |

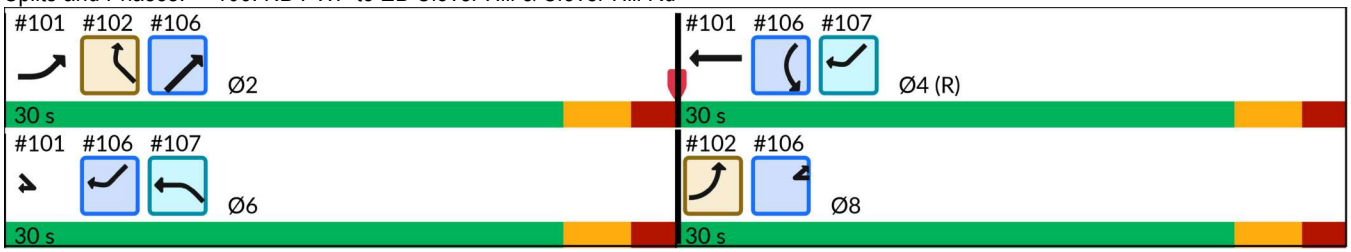
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.3 | | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 53 | 199 | 87 | 194 |
| Future Volume (vph) | 53 | 199 | 87 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1508 | 1900 | 1900 | 1583 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1508 | 1900 | 1900 | 1583 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 211 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 9% | 0% | 0% | 2% |
| Adj. Flow (vph) | 58 | 216 | 95 | 211 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 58 | 216 | 95 | 211 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.09 | 0.27 | 0.12 | 0.27 |
| Control Delay (s/veh) | 11.2 | 10.5 | 11.3 | 3.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.2 | 10.5 | 11.3 | 3.0 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 10.5 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 12 | 44 | 20 | 0 |
| Queue Length 95th (ft) | 31 | 77 | 44 | 32 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 628 | 791 | 791 | 782 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.27 | 0.12 | 0.27 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 8.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 23.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 53 | 199 | 87 | 194 |
| Future Volume (vph) | 53 | 199 | 87 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1508 | 1900 | 1900 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1508 | 1900 | 1900 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 58 | 216 | 95 | 211 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 123 |
| Lane Group Flow (vph) | 58 | 216 | 95 | 88 |
| Heavy Vehicles (%) | 9% | 0% | 0% | 2% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 628 | 791 | 791 | 659 |
| v/s Ratio Prot | 0.04 | c0.11 | c0.05 | 0.06 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.09 | 0.27 | 0.12 | 0.13 |
| Uniform Delay, d1 | 10.6 | 11.5 | 10.7 | 10.8 |
| Progression Factor | 1.00 | 0.81 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.8 | 0.3 | 0.4 |
| Delay (s) | 10.9 | 10.2 | 11.1 | 11.2 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 10.2 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.20 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

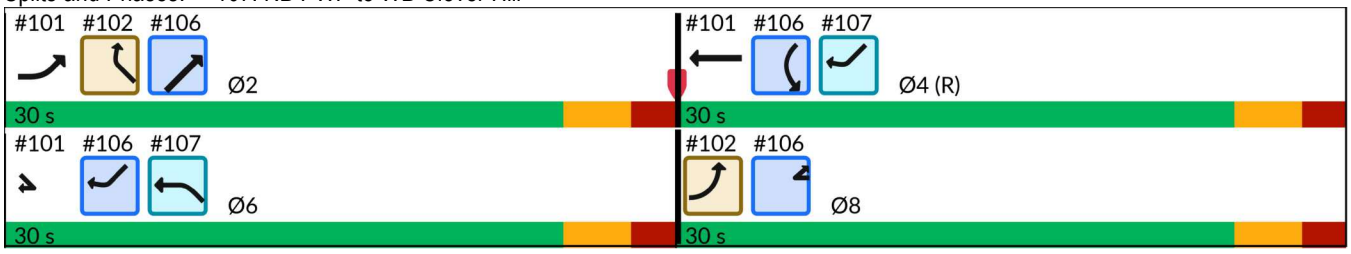
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 131 | 0 | 0 | 87 | | |
| Future Volume (vph) | 0 | 0 | 131 | 0 | 0 | 87 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 142 | 0 | 0 | 95 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 142 | 0 | 0 | 95 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.19 | | | 0.12 | | |
| Control Delay (s/veh) | | | 12.0 | | | 1.5 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 12.0 | | | 1.5 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 12.0 | | 1.5 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 31 | | | 1 | | |
| Queue Length 95th (ft) | | | 63 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 752 | | | 791 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.19 | | | 0.12 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.27 | | | |
| Intersection Signal Delay (s/veh): 7.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 22.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

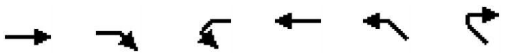
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 131 | 0 | 0 | 87 |
| Future Volume (vph) | 0 | 0 | 131 | 0 | 0 | 87 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1805 | | | 1900 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1805 | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 142 | 0 | 0 | 95 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 142 | 0 | 0 | 95 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 752 | | | 791 |
| v/s Ratio Prot | | | c0.08 | | | c0.05 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.19 | | | 0.12 |
| Uniform Delay, d1 | | | 11.1 | | | 10.7 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 0.6 | | | 0.3 |
| Delay (s) | | | 11.6 | | | 1.4 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 11.6 | | 1.4 | |
| Approach LOS | A | | B | | A | |

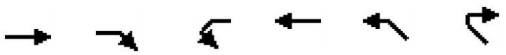
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 7.6 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.15 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 194 | 148 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 194 | 148 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 211 | 161 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 211 | 161 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 34.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 194 | 148 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 194 | 148 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 211 | 161 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 211 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 211 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 79 | 100 |
| cM capacity (veh/h) | | | 1636 | | 782 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 211 | 161 |
| Volume Left | 0 | 161 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 782 |
| Volume to Capacity | 0.12 | 0.21 |
| Queue Length 95th (ft) | 0 | 19 |
| Control Delay (s/veh) | 0.0 | 10.8 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 10.8 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

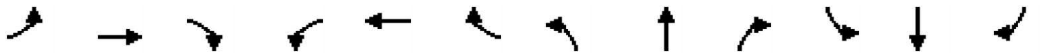
| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 301 | 4 | 0 | 29 | 70 | 594 |
| Future Volume (vph) | 301 | 4 | 0 | 29 | 70 | 594 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1537 | 1900 | 1615 | 1805 | 1568 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1537 | 1900 | 1615 | 1805 | 1568 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 18% | 0% | 0% | 0% | 0% | 3% |
| Adj. Flow (vph) | 327 | 4 | 0 | 32 | 76 | 646 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 331 | 0 | 32 | 76 | 646 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 40.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 301 | 4 | 0 | 29 | 70 | 594 |
| Future Volume (Veh/h) | 301 | 4 | 0 | 29 | 70 | 594 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 327 | 4 | 0 | 32 | 76 | 646 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 152 | 152 | 152 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 152 | 152 | 152 | 0 | 0 | |
| tC, single (s) | 7.3 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 55 | 99 | 100 | 97 | 95 | |
| cM capacity (veh/h) | 730 | 709 | 709 | 1091 | 1636 | |

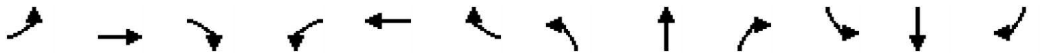
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 331 | 0 | 32 | 76 | 646 |
| Volume Left | 327 | 0 | 0 | 76 | 0 |
| Volume Right | 0 | 0 | 32 | 0 | 646 |
| cSH | 730 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.45 | 0.00 | 0.03 | 0.05 | 0.38 |
| Queue Length 95th (ft) | 59 | 0 | 2 | 4 | 0 |
| Control Delay (s/veh) | 14.0 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 14.0 | 8.4 | | 0.8 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.0 | | | |
| Intersection Capacity Utilization | 40.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 15 | 42 | 292 | 4 | 32 | 110 | 56 | 7 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 15 | 42 | 292 | 4 | 32 | 110 | 56 | 7 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.887 | | | 0.898 | | | 0.998 | |
| Flt Protected | | 0.976 | | | 0.998 | | | 0.999 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1668 | 0 | 0 | 1626 | 0 | 0 | 1788 | 0 |
| Flt Permitted | | 0.976 | | | 0.998 | | | 0.999 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1668 | 0 | 0 | 1626 | 0 | 0 | 1788 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 22% | 0% | 0% | 14% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 16 | 46 | 317 | 4 | 35 | 120 | 61 | 8 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 379 | 0 | 0 | 159 | 0 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 43.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 15 | 42 | 292 | 4 | 32 | 110 | 56 | 7 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 15 | 42 | 292 | 4 | 32 | 110 | 56 | 7 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 16 | 46 | 317 | 4 | 35 | 120 | 61 | 8 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 257 | 294 | 9 | 235 | 234 | 95 | 9 | | | 155 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 257 | 294 | 9 | 235 | 234 | 95 | 9 | | | 155 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 93 | 67 | 100 | | | 96 | | |
| cM capacity (veh/h) | 430 | 593 | 1079 | 699 | 640 | 964 | 1624 | | | 1438 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 379 | 159 | 70 |
| Volume Left | 1 | 16 | 4 | 61 |
| Volume Right | 1 | 317 | 120 | 1 |
| cSH | 614 | 895 | 1624 | 1438 |
| Volume to Capacity | 0.00* | 0.42 | 0.00* | 0.04 |
| Queue Length 95th (ft) | 0 | 53 | 0 | 3 |
| Control Delay (s/veh) | 10.9 | 11.9 | 0.2 | 6.7 |
| Lane LOS | B | B | A | A |
| Approach Delay (s/veh) | 10.9 | 11.9 | 0.2 | 6.7 |
| Approach LOS | B | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.3 | | |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 15 | 42 | 292 | 4 | 32 | 110 | 56 | 7 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 15 | 42 | 292 | 4 | 32 | 110 | 56 | 7 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 0 | 0 | 14 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 16 | 46 | 317 | 4 | 35 | 120 | 61 | 8 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 257 | 294 | 9 | 234 | 234 | 95 | 9 | 0 | 0 | 155 | 0 | 0 |
| Stage 1 | 131 | 131 | - | 103 | 103 | - | - | - | - | - | - | - |
| Stage 2 | 126 | 163 | - | 131 | 131 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.21 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.309 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 700 | 620 | 1079 | 725 | 670 | 964 | 1624 | - | - | 1438 | - | - |
| Stage 1 | 877 | 792 | - | 908 | 814 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 767 | - | 877 | 792 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 428 | 591 | 1079 | 699 | 639 | 964 | 1624 | - | - | 1438 | - | - |
| Mov Cap-2 Maneuver | 428 | 591 | - | 699 | 639 | - | - | - | - | - | - | - |
| Stage 1 | 874 | 758 | - | 905 | 812 | - | - | - | - | - | - | - |
| Stage 2 | 557 | 765 | - | 838 | 758 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.9 | 9.7 | 0.2 | 6.7 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1624 | - | - | 613 | 1152 | 1438 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.004 | 0.329 | 0.042 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 10.9 | 9.7 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 1.5 | 0.1 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 139 | 1 | 0 | 7 | 24 | 0 |
| Future Volume (vph) | 139 | 1 | 0 | 7 | 24 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1719 | 1615 | 0 | 1900 | 1827 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1719 | 1615 | 0 | 1900 | 1827 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 0% | 0% | 0% | 4% | 0% |
| Adj. Flow (vph) | 151 | 1 | 0 | 8 | 26 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 151 | 1 | 0 | 8 | 26 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 139 | 1 | 0 | 7 | 24 | 0 |
| Future Volume (Veh/h) | 139 | 1 | 0 | 7 | 24 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 151 | 1 | 0 | 8 | 26 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 34 | 26 | 26 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 34 | 26 | 26 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 84 | 100 | 100 | | | |
| cM capacity (veh/h) | 972 | 1056 | 1601 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 151 | 1 | 8 | 26 |
| Volume Left | 151 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 972 | 1056 | 1700 | 1700 |
| Volume to Capacity | 0.16 | 0.00* | 0.00* | 0.02 |
| Queue Length 95th (ft) | 14 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.4 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.4 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 139 | 1 | 0 | 7 | 24 | 0 |
| Future Vol, veh/h | 139 | 1 | 0 | 7 | 24 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 0 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 151 | 1 | 0 | 8 | 26 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 34 | 26 | - | 0 | - | 0 |
| Stage 1 | 26 | - | - | - | - | - |
| Stage 2 | 8 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 972 | 1056 | 0 | - | - | 0 |
| Stage 1 | 989 | - | 0 | - | - | 0 |
| Stage 2 | 1007 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 972 | 1056 | - | - | - | - |
| Mov Cap-2 Maneuver | 972 | - | - | - | - | - |
| Stage 1 | 989 | - | - | - | - | - |
| Stage 2 | 1007 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 972 | 1056 | - |
| HCM Lane V/C Ratio | - | 0.155 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 9.4 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0.5 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 176 | 149 | 64 | 43 |
| Future Volume (vph) | 0 | 0 | 176 | 149 | 64 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.974 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1784 | 1863 | 1442 |
| Flt Permitted | | | | 0.974 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1784 | 1863 | 1442 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 7% | 2% | 12% |
| Adj. Flow (vph) | 0 | 0 | 191 | 162 | 68 | 47 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 353 | 68 | 47 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 176 | 149 | 64 | 43 |
| Future Volume (Veh/h) | 0 | 0 | 176 | 149 | 64 | 43 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 191 | 162 | 68 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 612 | 68 | 115 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 612 | 68 | 115 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 87 | | | |
| cM capacity (veh/h) | 400 | 1001 | 1480 | | | |

| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 353 | 68 | 47 |
| Volume Left | 191 | 0 | 0 |
| Volume Right | 0 | 0 | 47 |
| cSH | 1480 | 1700 | 1700 |
| Volume to Capacity | 0.13 | 0.04 | 0.03 |
| Queue Length 95th (ft) | 11 | 0 | 0 |
| Control Delay (s/veh) | 4.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 4.7 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 27.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 46 | 73 | 48 | 69 | 72 | 43 |
| Future Volume (vph) | 46 | 73 | 48 | 69 | 72 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.949 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1752 | 1827 | 1740 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1752 | 1827 | 1740 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 3% | 4% | 4% | 3% |
| Adj. Flow (vph) | 50 | 79 | 52 | 75 | 78 | 47 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 79 | 52 | 75 | 125 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 19.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 46 | 73 | 48 | 69 | 72 | 43 |
| Future Volume (Veh/h) | 46 | 73 | 48 | 69 | 72 | 43 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 79 | 52 | 75 | 78 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 281 | 102 | 125 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 281 | 102 | 125 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 92 | 92 | 96 | | | |
| cM capacity (veh/h) | 664 | 959 | 1455 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 50 | 79 | 52 | 75 | 125 |
| Volume Left | 50 | 0 | 52 | 0 | 0 |
| Volume Right | 0 | 79 | 0 | 0 | 47 |
| cSH | 664 | 959 | 1455 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.08 | 0.04 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 6 | 7 | 3 | 0 | 0 |
| Control Delay (s/veh) | 10.9 | 9.1 | 7.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.8 | | 3.1 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 19.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 46 | 73 | 48 | 69 | 72 | 43 |
| Future Vol, veh/h | 46 | 73 | 48 | 69 | 72 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 3 | 4 | 4 | 3 |
| Mvmt Flow | 50 | 79 | 52 | 75 | 78 | 47 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 281 | 102 | 125 | 0 | - | 0 |
| Stage 1 | 102 | - | - | - | - | - |
| Stage 2 | 179 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 688 | 959 | 1455 | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 663 | 959 | 1455 | - | - | - |
| Mov Cap-2 Maneuver | 663 | - | - | - | - | - |
| Stage 1 | 866 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.8 | 3.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1455 | - | 663 | 959 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | 0.075 | 0.083 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | - | 10.9 | 9.1 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.3 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 49 | 28 | 28 | 94 | 28 |
| Future Volume (vph) | 14 | 49 | 28 | 28 | 94 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.895 | | 0.932 | | | |
| Flt Protected | 0.989 | | | | | 0.963 |
| Satd. Flow (prot) | 1682 | 0 | 1771 | 0 | 0 | 1736 |
| Flt Permitted | 0.989 | | | | | 0.963 |
| Satd. Flow (perm) | 1682 | 0 | 1771 | 0 | 0 | 1736 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 7% | 0% |
| Adj. Flow (vph) | 15 | 53 | 30 | 30 | 102 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 68 | 0 | 60 | 0 | 0 | 132 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 14 | 49 | 28 | 28 | 94 | 28 |
| Future Volume (Veh/h) | 14 | 49 | 28 | 28 | 94 | 28 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 53 | 30 | 30 | 102 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 279 | 45 | | | 60 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 279 | 45 | | | 60 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 95 | | | 93 | |
| cM capacity (veh/h) | 667 | 1031 | | | 1512 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 68 | 60 | 132 |
| Volume Left | 15 | 0 | 102 |
| Volume Right | 53 | 30 | 0 |
| cSH | 920 | 1700 | 1512 |
| Volume to Capacity | 0.07 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 6 | 0 | 5 |
| Control Delay (s/veh) | 9.2 | 0.0 | 6.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.2 | 0.0 | 6.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 23.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 49 | 28 | 28 | 94 | 28 |
| Future Vol, veh/h | 14 | 49 | 28 | 28 | 94 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 7 | 0 |
| Mvmt Flow | 15 | 53 | 30 | 30 | 102 | 30 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 279 | 45 | 0 | 0 | 60 | 0 |
| Stage 1 | 45 | - | - | - | - | - |
| Stage 2 | 234 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 715 | 1031 | - | - | 1512 | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 666 | 1031 | - | - | 1512 | - |
| Mov Cap-2 Maneuver | 666 | - | - | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 754 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.2 | 0 | 5.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 919 | 1512 | - |
| HCM Lane V/C Ratio | - | - | 0.075 | 0.068 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.2 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.2 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 136 | 13 | 0 | 104 |
| Future Volume (vph) | 4 | 0 | 136 | 13 | 0 | 104 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.988 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 902 | 0 | 1765 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 902 | 0 | 1765 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 100% | 0% | 4% | 31% | 0% | 3% |
| Adj. Flow (vph) | 4 | 0 | 148 | 14 | 0 | 113 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 0 | 162 | 0 | 0 | 113 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 136 | 13 | 0 | 104 |
| Future Volume (Veh/h) | 4 | 0 | 136 | 13 | 0 | 104 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 148 | 14 | 0 | 113 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 268 | 155 | | | 162 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 268 | 155 | | | 162 | |
| tC, single (s) | 7.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.4 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 100 | | | 100 | |
| cM capacity (veh/h) | 553 | 896 | | | 1429 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 162 | 113 |
| Volume Left | 4 | 0 | 0 |
| Volume Right | 0 | 14 | 0 |
| cSH | 553 | 1700 | 1429 |
| Volume to Capacity | 0.00* | 0.10 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s/veh) | 11.6 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 11.6 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.2 | |
| Intersection Capacity Utilization | | 17.9% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 136 | 13 | 0 | 104 |
| Future Vol, veh/h | 4 | 0 | 136 | 13 | 0 | 104 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 100 | 0 | 4 | 31 | 0 | 3 |
| Mvmt Flow | 4 | 0 | 148 | 14 | 0 | 113 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 268 | 155 | 0 | 0 | 162 | 0 |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 113 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 553 | 896 | - | - | 1429 | - |
| Stage 1 | 682 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 553 | 896 | - | - | 1429 | - |
| Mov Cap-2 Maneuver | 553 | - | - | - | - | - |
| Stage 1 | 682 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 553 | 1429 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 11.6 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 136 | 0 | 1 | 104 |
| Future Volume (vph) | 0 | 0 | 136 | 0 | 1 | 104 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1827 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1827 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 0 | 148 | 0 | 1 | 113 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 148 | 0 | 0 | 114 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 10.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 136 | 0 | 1 | 104 |
| Future Volume (Veh/h) | 0 | 0 | 136 | 0 | 1 | 104 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 148 | 0 | 1 | 113 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 263 | 148 | | | 148 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 263 | 148 | | | 148 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 730 | 904 | | | 1446 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 148 | 114 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1446 |
| Volume to Capacity | 0.00 | 0.09 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 10.5% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 136 | 0 | 1 | 104 |
| Future Vol, veh/h | 0 | 0 | 136 | 0 | 1 | 104 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 0 | 148 | 0 | 1 | 113 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 263 | 148 | 0 | 0 | 148 | 0 |
| Stage 1 | 148 | - | - | - | - | - |
| Stage 2 | 115 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 730 | 904 | - | - | 1446 | - |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 915 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 729 | 904 | - | - | 1446 | - |
| Mov Cap-2 Maneuver | 729 | - | - | - | - | - |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 914 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1446 | - |
| HCM Lane V/C Ratio | - | - | - | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 105 | 117 | 19 | 0 | 0 |
| Future Volume (vph) | 40 | 105 | 117 | 19 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.981 | | | |
| Flt Protected | | 0.986 | | | | |
| Satd. Flow (prot) | 0 | 1833 | 1787 | 0 | 1900 | 0 |
| Flt Permitted | | 0.986 | | | | |
| Satd. Flow (perm) | 0 | 1833 | 1787 | 0 | 1900 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 0% | 0% | 0% |
| Adj. Flow (vph) | 43 | 114 | 127 | 21 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 157 | 148 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 40 | 105 | 117 | 19 | 0 | 0 |
| Future Volume (Veh/h) | 40 | 105 | 117 | 19 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 114 | 127 | 21 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 148 | | | | 338 | 138 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 148 | | | | 338 | 138 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 1446 | | | | 642 | 916 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 157 | 148 | 0 |
| Volume Left | 43 | 0 | 0 |
| Volume Right | 0 | 21 | 0 |
| cSH | 1446 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 2.2 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 2.2 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

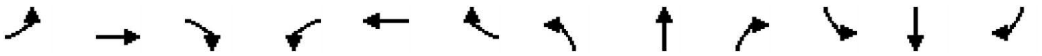
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 105 | 117 | 19 | 0 | 0 |
| Future Vol, veh/h | 40 | 105 | 117 | 19 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 43 | 114 | 127 | 21 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 148 | 0 | - | 0 | 338 | 138 |
| Stage 1 | - | - | - | - | 138 | - |
| Stage 2 | - | - | - | - | 200 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1446 | - | - | - | 662 | 916 |
| Stage 1 | - | - | - | - | 894 | - |
| Stage 2 | - | - | - | - | 838 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1446 | - | - | - | 641 | 916 |
| Mov Cap-2 Maneuver | - | - | - | - | 641 | - |
| Stage 1 | - | - | - | - | 865 | - |
| Stage 2 | - | - | - | - | 838 | - |

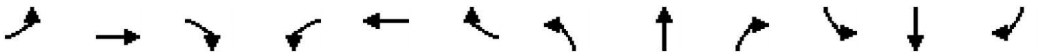
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.1 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SETSWLn1 | |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1446 | - | - |
| HCM Lane V/C Ratio | - | - | 0.03 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 7.6 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 24 | 24 | 3 | 1 | 89 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Future Volume (vph) | 24 | 24 | 3 | 1 | 89 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.984 | | | 0.952 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3207 | 0 | 1805 | 3318 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3207 | 0 | 1805 | 3318 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1509 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 12% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 7% |
| Adj. Flow (vph) | 26 | 26 | 3 | 1 | 97 | 45 | 0 | 0 | 3 | 16 | 0 | 70 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 26 | 29 | 0 | 1 | 142 | 0 | 0 | 3 | 0 | 0 | 16 | 70 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 24.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 24 | 24 | 3 | 1 | 89 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Future Volume (Veh/h) | 24 | 24 | 3 | 1 | 89 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 26 | 3 | 1 | 97 | 45 | 0 | 0 | 3 | 16 | 0 | 70 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 142 | | | 29 | | | 165 | 224 | 15 | 190 | 203 | 71 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 142 | | | 29 | | | 165 | 224 | 15 | 190 | 203 | 71 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 93 |
| cM capacity (veh/h) | 1410 | | | 1597 | | | 721 | 666 | 1068 | 722 | 684 | 961 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 26 | 17 | 12 | 1 | 65 | 77 | 3 | 86 |
| Volume Left | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| Volume Right | 0 | 0 | 3 | 0 | 0 | 45 | 3 | 70 |
| cSH | 1410 | 1700 | 1700 | 1597 | 1700 | 1700 | 1068 | 1181 |
| Volume to Capacity | 0.02 | 0.01 | 0.00* | 0.00* | 0.04 | 0.05 | 0.00* | 0.07 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Control Delay (s/veh) | 7.6 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 8.4 | 9.2 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.6 | | | 0.1 | | | 8.4 | 9.2 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 24.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 24 | 3 | 1 | 89 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Future Vol, veh/h | 24 | 24 | 3 | 1 | 89 | 41 | 0 | 0 | 3 | 15 | 0 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 12 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 7 |
| Mvmt Flow | 26 | 26 | 3 | 1 | 97 | 45 | 0 | 0 | 3 | 16 | 0 | 70 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 142 | 0 | 0 | 29 | 0 | 0 | 131 | 224 | 15 | 187 | 203 | 71 |
| Stage 1 | - | - | - | - | - | - | 80 | 80 | - | 122 | 122 | - |
| Stage 2 | - | - | - | - | - | - | 51 | 144 | - | 65 | 81 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.04 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 1410 | - | - | 1597 | - | - | 834 | 678 | 1067 | 738 | 697 | 961 |
| Stage 1 | - | - | - | - | - | - | 925 | 832 | - | 849 | 799 | - |
| Stage 2 | - | - | - | - | - | - | 962 | 782 | - | 918 | 832 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1410 | - | - | 1597 | - | - | 762 | 665 | 1067 | 725 | 684 | 961 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 762 | 665 | - | 725 | 684 | - |
| Stage 1 | - | - | - | - | - | - | 908 | 817 | - | 834 | 798 | - |
| Stage 2 | - | - | - | - | - | - | 892 | 781 | - | 898 | 817 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.6 | 0.1 | 8.4 | 9.2 |
| HCM LOS | | | A | A |

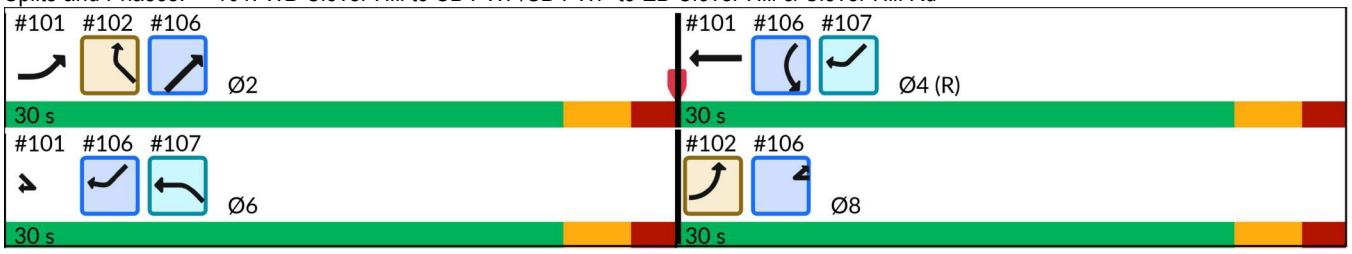
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1067 | 1410 | - | - | 1597 | - | - | 725 | 961 |
| HCM Lane V/C Ratio | 0.003 | 0.019 | - | - | 0.001 | - | - | 0.022 | 0.072 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.6 | - | - | 7.3 | - | - | 10.1 | 9 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.1 | 0.2 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 170 | 159 | 375 | 290 | |
| Future Volume (vph) | 170 | 159 | 375 | 290 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1367 | 1524 | 1845 | 1580 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1367 | 1524 | 1845 | 1580 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 173 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 39% | 6% | 3% | 4% | |
| Adj. Flow (vph) | 185 | 173 | 408 | 315 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 185 | 173 | 408 | 315 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.33 | 0.11 | 0.53 | 0.48 | |
| Control Delay (s/veh) | 13.8 | 0.2 | 15.6 | 15.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 13.8 | 0.2 | 15.6 | 15.8 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 15.6 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 43 | 0 | 127 | 79 | |
| Queue Length 95th (ft) | 85 | 0 | 198 | 142 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 569 | 1524 | 768 | 658 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.33 | 0.11 | 0.53 | 0.48 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.53 | | | |
| Intersection Signal Delay (s/veh): 12.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 46.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 170 | 159 | 375 | 290 |
| Future Volume (vph) | 170 | 159 | 375 | 290 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1367 | 1524 | 1845 | 1580 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1367 | 1524 | 1845 | 1580 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 185 | 173 | 408 | 315 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 185 | 173 | 408 | 315 |
| Heavy Vehicles (%) | 39% | 6% | 3% | 4% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 569 | 1524 | 768 | 658 |
| v/s Ratio Prot | 0.14 | | c0.22 | c0.20 |
| v/s Ratio Perm | | 0.11 | | |
| v/c Ratio | 0.33 | 0.11 | 0.53 | 0.48 |
| Uniform Delay, d1 | 11.8 | 0.0 | 13.1 | 12.8 |
| Progression Factor | 1.00 | 1.00 | 0.96 | 1.00 |
| Incremental Delay, d2 | 1.5 | 0.2 | 2.4 | 2.5 |
| Delay (s) | 13.3 | 0.2 | 15.1 | 15.2 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 15.1 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 12.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 46.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

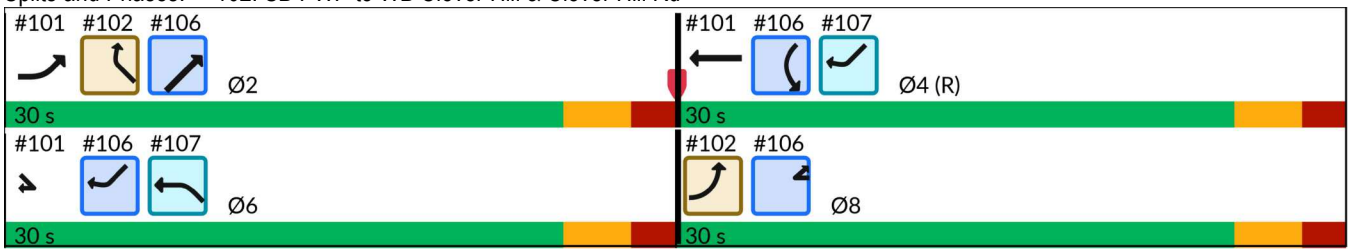
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 56 | 0 | 0 | 0 | 0 | 170 | | |
| Future Volume (vph) | 56 | 0 | 0 | 0 | 0 | 170 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1492 | 0 | 0 | 0 | 0 | 1367 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1492 | 0 | 0 | 0 | 0 | 1367 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 21% | 0% | 0% | 0% | 0% | 39% | | |
| Adj. Flow (vph) | 61 | 0 | 0 | 0 | 0 | 185 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 61 | 0 | 0 | 0 | 0 | 185 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.10 | | | | | 0.33 | | |
| Control Delay (s/veh) | 11.3 | | | | | 2.8 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 11.3 | | | | | 2.8 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 11.3 | | | | 2.8 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 13 | | | | | 3 | | |
| Queue Length 95th (ft) | 32 | | | | | 5 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 621 | | | | | 569 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.10 | | | | | 0.33 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.53 | | | |
| Intersection Signal Delay (s/veh): 4.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 24.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 56 | 0 | 0 | 0 | 0 | 170 |
| Future Volume (vph) | 56 | 0 | 0 | 0 | 0 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1492 | | | | | 1367 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1492 | | | | | 1367 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 61 | 0 | 0 | 0 | 0 | 185 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 61 | 0 | 0 | 0 | 0 | 185 |
| Heavy Vehicles (%) | 21% | 0% | 0% | 0% | 0% | 39% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 621 | | | | | 569 |
| v/s Ratio Prot | c0.04 | | | | | c0.14 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.10 | | | | | 0.33 |
| Uniform Delay, d1 | 10.6 | | | | | 11.8 |
| Progression Factor | 1.00 | | | | | 0.11 |
| Incremental Delay, d2 | 0.3 | | | | | 1.5 |
| Delay (s) | 11.0 | | | | | 2.7 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 11.0 | | 0.0 | | 2.7 | |
| Approach LOS | B | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 4.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.21 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 24.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 62 | 0 | 0 | 159 |
| Future Volume (vph) | 0 | 0 | 62 | 0 | 0 | 159 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1556 | 0 | 0 | 1550 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1556 | 0 | 0 | 1550 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 16% | 0% | 0% | 6% |
| Adj. Flow (vph) | 0 | 0 | 67 | 0 | 0 | 173 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 67 | 0 | 0 | 173 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 39.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 62 | 0 | 0 | 159 |
| Future Volume (Veh/h) | 0 | 0 | 62 | 0 | 0 | 159 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 67 | 0 | 0 | 173 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 173 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 173 | 0 | 0 | |
| tC, single (s) | | | 6.6 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.6 | 3.3 | 2.2 | |
| p0 queue free % | | | 91 | 100 | 100 | |
| cM capacity (veh/h) | | | 786 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 67 | 173 |
| Volume Left | 67 | 0 |
| Volume Right | 0 | 0 |
| cSH | 786 | 1700 |
| Volume to Capacity | 0.09 | 0.10 |
| Queue Length 95th (ft) | 7 | 0 |
| Control Delay (s/veh) | 10.0 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s/veh) | 10.0 | 0.0 |
| Approach LOS | B | |

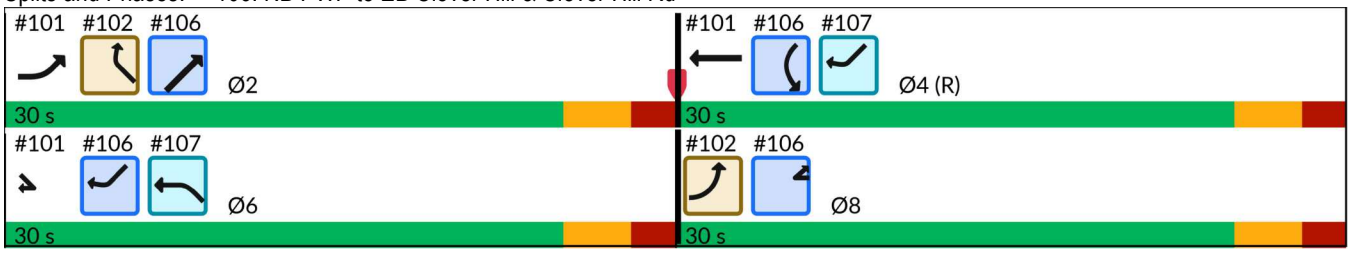
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 39.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 50 | 72 | 115 | 255 |
| Future Volume (vph) | 50 | 72 | 115 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1417 | 1638 | 1743 | 1538 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1417 | 1638 | 1743 | 1538 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 277 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 16% | 16% | 9% | 5% |
| Adj. Flow (vph) | 54 | 78 | 125 | 277 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 54 | 78 | 125 | 277 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.09 | 0.11 | 0.17 | 0.35 |
| Control Delay (s/veh) | 11.2 | 8.6 | 11.8 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.2 | 8.6 | 11.8 | 3.1 |
| LOS | B | A | B | A |
| Approach Delay (s/veh) | | 8.6 | | |
| Approach LOS | | A | | |
| Queue Length 50th (ft) | 11 | 12 | 27 | 0 |
| Queue Length 95th (ft) | 30 | 27 | 56 | 37 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 590 | 682 | 726 | 802 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.11 | 0.17 | 0.35 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.53 | | | |
| Intersection Signal Delay (s/veh): 6.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 20.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 50 | 72 | 115 | 255 |
| Future Volume (vph) | 50 | 72 | 115 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1417 | 1638 | 1743 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1417 | 1638 | 1743 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 54 | 78 | 125 | 277 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 162 |
| Lane Group Flow (vph) | 54 | 78 | 125 | 115 |
| Heavy Vehicles (%) | 16% | 16% | 9% | 5% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 590 | 682 | 726 | 640 |
| v/s Ratio Prot | 0.04 | 0.05 | c0.07 | c0.08 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.09 | 0.11 | 0.17 | 0.18 |
| Uniform Delay, d1 | 10.6 | 10.7 | 11.0 | 11.0 |
| Progression Factor | 1.00 | 0.75 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.3 | 0.5 | 0.6 |
| Delay (s) | 10.9 | 8.3 | 11.5 | 11.7 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | 8.3 | | |
| Approach LOS | | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.18 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

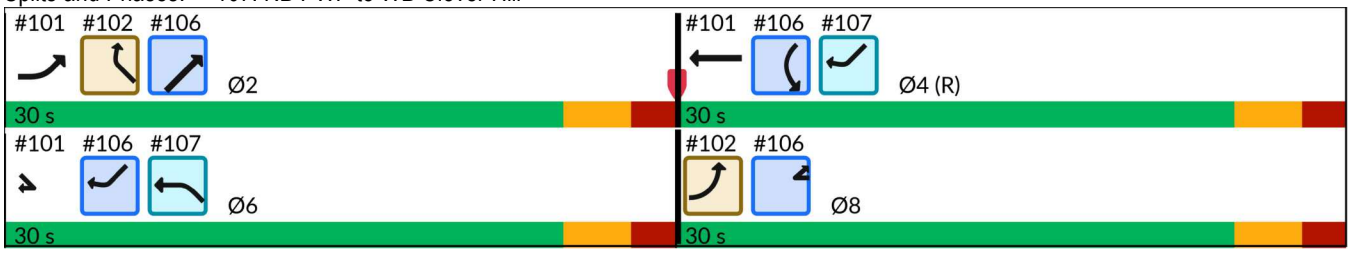
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 322 | 0 | 0 | 115 | | |
| Future Volume (vph) | 0 | 0 | 322 | 0 | 0 | 115 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1736 | 0 | 0 | 1743 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1736 | 0 | 0 | 1743 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 9% | | |
| Adj. Flow (vph) | 0 | 0 | 350 | 0 | 0 | 125 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 350 | 0 | 0 | 125 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.48 | | | 0.17 | | |
| Control Delay (s/veh) | | | 15.6 | | | 1.7 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 15.6 | | | 1.7 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 15.6 | | 1.7 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 88 | | | 2 | | |
| Queue Length 95th (ft) | | | 153 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 723 | | | 726 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.48 | | | 0.17 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.53 | | | |
| Intersection Signal Delay (s/veh): 12.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 35.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

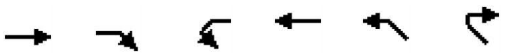
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 322 | 0 | 0 | 115 |
| Future Volume (vph) | 0 | 0 | 322 | 0 | 0 | 115 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1736 | | | 1743 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1736 | | | 1743 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 350 | 0 | 0 | 125 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 350 | 0 | 0 | 125 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 9% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 723 | | | 726 |
| v/s Ratio Prot | | | c0.20 | | | c0.07 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.48 | | | 0.17 |
| Uniform Delay, d1 | | | 12.8 | | | 11.0 |
| Progression Factor | | | 1.00 | | | 0.10 |
| Incremental Delay, d2 | | | 2.3 | | | 0.5 |
| Delay (s) | | | 15.1 | | | 1.7 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 15.1 | | 1.7 | |
| Approach LOS | A | | B | | A | |

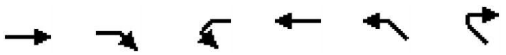
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.33 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 35.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 255 | 154 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 255 | 154 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1810 | 1262 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1810 | 1262 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 43% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 277 | 167 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 277 | 167 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 255 | 154 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 255 | 154 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 277 | 167 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 277 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 277 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.9 | 3.3 |
| p0 queue free % | | | 100 | | 74 | 100 |
| cM capacity (veh/h) | | | 1636 | | 634 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 277 | 167 |
| Volume Left | 0 | 167 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 634 |
| Volume to Capacity | 0.16 | 0.26 |
| Queue Length 95th (ft) | 0 | 26 |
| Control Delay (s/veh) | 0.0 | 12.7 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 12.7 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 37.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 662 | 1 | 6 | 69 | 0 | 490 |
| Future Volume (vph) | 662 | 1 | 6 | 69 | 0 | 490 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.952 | | | | |
| Satd. Flow (prot) | 0 | 1791 | 1900 | 1524 | 1900 | 1583 |
| Flt Permitted | | 0.952 | | | | |
| Satd. Flow (perm) | 0 | 1791 | 1900 | 1524 | 1900 | 1583 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 6% | 0% | 2% |
| Adj. Flow (vph) | 720 | 1 | 7 | 75 | 0 | 533 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 721 | 7 | 75 | 0 | 533 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 662 | 1 | 6 | 69 | 0 | 490 |
| Future Volume (Veh/h) | 662 | 1 | 6 | 69 | 0 | 490 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 720 | 1 | 7 | 75 | 0 | 533 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 4 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 4 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 24 | 100 | 99 | 93 | 100 | |
| cM capacity (veh/h) | 944 | 900 | 900 | 1073 | 1636 | |

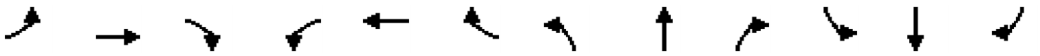
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 721 | 7 | 75 | 0 | 533 |
| Volume Left | 720 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 75 | 0 | 533 |
| cSH | 944 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.76 | 0.00* | 0.07 | 0.00 | 0.31 |
| Queue Length 95th (ft) | 191 | 1 | 6 | 0 | 0 |
| Control Delay (s/veh) | 20.0 | 9.0 | 8.6 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s/veh) | 20.0 | 8.6 | | 0.0 | |
| Approach LOS | C | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 11.3 | | |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 12 | 37 | 6 | 6 | 38 | 404 | 3 | 56 | 327 | 92 | 10 | 0 |
| Future Volume (vph) | 12 | 37 | 6 | 6 | 38 | 404 | 3 | 56 | 327 | 92 | 10 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.984 | | | 0.878 | | | 0.886 | | | | |
| Flt Protected | | 0.989 | | | 0.999 | | | | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1849 | 0 | 0 | 1652 | 0 | 0 | 1666 | 0 | 0 | 1754 | 0 |
| Flt Permitted | | 0.989 | | | 0.999 | | | | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1849 | 0 | 0 | 1652 | 0 | 0 | 1666 | 0 | 0 | 1754 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 7% | 0% | 3% | 10% | 0% |
| Adj. Flow (vph) | 13 | 40 | 7 | 7 | 41 | 439 | 3 | 61 | 355 | 100 | 11 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 60 | 0 | 0 | 487 | 0 | 0 | 419 | 0 | 0 | 111 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 66.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 37 | 6 | 6 | 38 | 404 | 3 | 56 | 327 | 92 | 10 | 0 |
| Future Volume (Veh/h) | 12 | 37 | 6 | 6 | 38 | 404 | 3 | 56 | 327 | 92 | 10 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 40 | 7 | 7 | 41 | 439 | 3 | 61 | 355 | 100 | 11 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 476 | 633 | 11 | 483 | 456 | 239 | 11 | | | 416 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 476 | 633 | 11 | 483 | 456 | 239 | 11 | | | 416 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 89 | 99 | 98 | 91 | 45 | 100 | | | 91 | | |
| cM capacity (veh/h) | 198 | 364 | 1076 | 422 | 459 | 803 | 1621 | | | 1138 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 60 | 487 | 419 | 111 |
| Volume Left | 13 | 7 | 3 | 100 |
| Volume Right | 7 | 439 | 355 | 0 |
| cSH | 329 | 746 | 1621 | 1138 |
| Volume to Capacity | 0.18 | 0.65 | 0.00* | 0.09 |
| Queue Length 95th (ft) | 16 | 122 | 0 | 7 |
| Control Delay (s/veh) | 18.3 | 18.4 | 0.1 | 7.7 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 18.3 | 18.4 | 0.1 | 7.7 |
| Approach LOS | C | C | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 10.2 | | |
| Intersection Capacity Utilization | 66.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

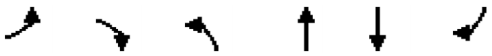
| Intersection | |
|---|---|
| Int Delay, s/veh | 8.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 37 | 6 | 6 | 38 | 404 | 3 | 56 | 327 | 92 | 10 | 0 |
| Future Vol, veh/h | 12 | 37 | 6 | 6 | 38 | 404 | 3 | 56 | 327 | 92 | 10 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 3 | 10 | 0 |
| Mvmt Flow | 13 | 40 | 7 | 7 | 41 | 439 | 3 | 61 | 355 | 100 | 11 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 476 | 633 | 11 | 480 | 456 | 239 | 11 | 0 | 0 | 416 | 0 | 0 |
| Stage 1 | 211 | 211 | - | 245 | 245 | - | - | - | - | - | - | - |
| Stage 2 | 265 | 422 | - | 235 | 211 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.21 | 4.1 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.309 | 2.2 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 503 | 400 | 1076 | 499 | 504 | 802 | 1621 | - | - | 1138 | - | - |
| Stage 1 | 796 | 731 | - | 763 | 707 | - | - | - | - | - | - | - |
| Stage 2 | 745 | 592 | - | 773 | 731 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 197 | 364 | 1076 | 423 | 458 | 802 | 1621 | - | - | 1138 | - | - |
| Mov Cap-2 Maneuver | 197 | 364 | - | 423 | 458 | - | - | - | - | - | - | - |
| Stage 1 | 794 | 667 | - | 761 | 705 | - | - | - | - | - | - | - |
| Stage 2 | 316 | 590 | - | 658 | 667 | - | - | - | - | - | - | - |

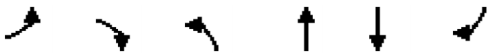
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.5 | 13.8 | 0.1 | 7.6 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1621 | - | - | 327 | 889 | 1138 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.183 | 0.548 | 0.088 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 18.5 | 13.8 | 8.5 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.7 | 3.4 | 0.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 361 | 0 | 0 | 25 | 21 | 0 |
| Future Volume (vph) | 361 | 0 | 0 | 25 | 21 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1787 | 1900 | 0 | 1827 | 1810 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1787 | 1900 | 0 | 1827 | 1810 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 4% | 5% | 0% |
| Adj. Flow (vph) | 392 | 0 | 0 | 27 | 23 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 392 | 0 | 0 | 27 | 23 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 361 | 0 | 0 | 25 | 21 | 0 |
| Future Volume (Veh/h) | 361 | 0 | 0 | 25 | 21 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 392 | 0 | 0 | 27 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 50 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 50 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 59 | 100 | 100 | | | |
| cM capacity (veh/h) | 962 | 1060 | 1605 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 392 | 0 | 27 | 23 |
| Volume Left | 392 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 962 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.41 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 50 | 0 | 0 | 0 |
| Control Delay (s/veh) | 11.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 11.3 | | 0.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 10.0 | | |
| Intersection Capacity Utilization | 30.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

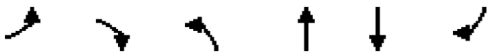
| Intersection | |
|---|---|
| Int Delay, s/veh | 10 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 361 | 0 | 0 | 25 | 21 | 0 |
| Future Vol, veh/h | 361 | 0 | 0 | 25 | 21 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 4 | 5 | 0 |
| Mvmt Flow | 392 | 0 | 0 | 27 | 23 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 50 | 23 | - | 0 | - | 0 |
| Stage 1 | 23 | - | - | - | - | - |
| Stage 2 | 27 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 962 | 1060 | 0 | - | - | 0 |
| Stage 1 | 1002 | - | 0 | - | - | 0 |
| Stage 2 | 998 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 962 | 1060 | - | - | - | - |
| Mov Cap-2 Maneuver | 962 | - | - | - | - | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 998 | - | - | - | - | - |

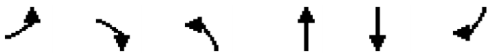
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 962 | - | - |
| HCM Lane V/C Ratio | - | 0.408 | - | - |
| HCM Ctrl Dly (s/v) | - | 11.3 | 0 | - |
| HCM Lane LOS | - | B | A | - |
| HCM 95th %tile Q (veh) | - | 2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 310 | 162 | 101 | 44 |
| Future Volume (vph) | 0 | 0 | 310 | 162 | 101 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.968 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1808 | 1827 | 1482 |
| Flt Permitted | | | | 0.968 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1808 | 1827 | 1482 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 4% | 9% |
| Adj. Flow (vph) | 0 | 0 | 337 | 176 | 110 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 513 | 110 | 48 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

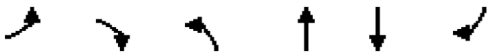
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 35.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 310 | 162 | 101 | 44 |
| Future Volume (Veh/h) | 0 | 0 | 310 | 162 | 101 | 44 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 337 | 176 | 110 | 48 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 960 | 110 | 158 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 960 | 110 | 158 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 76 | | | |
| cM capacity (veh/h) | 220 | 949 | 1434 | | | |

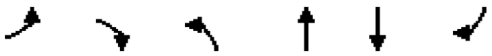
| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 513 | 110 | 48 |
| Volume Left | 337 | 0 | 0 |
| Volume Right | 0 | 0 | 48 |
| cSH | 1434 | 1700 | 1700 |
| Volume to Capacity | 0.24 | 0.06 | 0.03 |
| Queue Length 95th (ft) | 23 | 0 | 0 |
| Control Delay (s/veh) | 6.2 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 6.2 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 35.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 60 | 106 | 106 | 51 | 36 |
| Future Volume (vph) | 28 | 60 | 106 | 106 | 51 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.944 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1570 | 1538 | 1787 | 1845 | 1636 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1570 | 1538 | 1787 | 1845 | 1636 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 15% | 5% | 1% | 3% | 3% | 19% |
| Adj. Flow (vph) | 30 | 65 | 115 | 115 | 55 | 39 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 30 | 65 | 115 | 115 | 94 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 28 | 60 | 106 | 106 | 51 | 36 |
| Future Volume (Veh/h) | 28 | 60 | 106 | 106 | 51 | 36 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 30 | 65 | 115 | 115 | 55 | 39 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 420 | 75 | 94 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 420 | 75 | 94 | | | |
| tC, single (s) | 6.6 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 94 | 93 | 92 | | | |
| cM capacity (veh/h) | 523 | 979 | 1506 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 30 | 65 | 115 | 115 | 94 |
| Volume Left | 30 | 0 | 115 | 0 | 0 |
| Volume Right | 0 | 65 | 0 | 0 | 39 |
| cSH | 523 | 979 | 1506 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.07 | 0.08 | 0.07 | 0.06 |
| Queue Length 95th (ft) | 5 | 5 | 6 | 0 | 0 |
| Control Delay (s/veh) | 12.3 | 8.9 | 7.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.0 | | 3.8 | | 0.0 |
| Approach LOS | B | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 22.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 60 | 106 | 106 | 51 | 36 |
| Future Vol, veh/h | 28 | 60 | 106 | 106 | 51 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 5 | 1 | 3 | 3 | 19 |
| Mvmt Flow | 30 | 65 | 115 | 115 | 55 | 39 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 420 | 75 | 94 | 0 | - | 0 |
| Stage 1 | 75 | - | - | - | - | - |
| Stage 2 | 345 | - | - | - | - | - |
| Critical Hdwy | 6.55 | 6.25 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.55 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.55 | - | - | - | - | - |
| Follow-up Hdwy | 3.635 | 3.345 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 566 | 978 | 1506 | - | - | - |
| Stage 1 | 916 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 523 | 978 | 1506 | - | - | - |
| Mov Cap-2 Maneuver | 523 | - | - | - | - | - |
| Stage 1 | 846 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10 | 3.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1506 | - | 523 | 978 | - | - |
| HCM Lane V/C Ratio | 0.077 | - | 0.058 | 0.067 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | - | 12.3 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 39 | 113 | 39 | 11 | 54 | 39 |
| Future Volume (vph) | 39 | 113 | 39 | 11 | 54 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.899 | | 0.970 | | | |
| Flt Protected | 0.987 | | | | | 0.972 |
| Satd. Flow (prot) | 1637 | 0 | 1843 | 0 | 0 | 1764 |
| Flt Permitted | 0.987 | | | | | 0.972 |
| Satd. Flow (perm) | 1637 | 0 | 1843 | 0 | 0 | 1764 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 0% | 8% | 0% |
| Adj. Flow (vph) | 42 | 123 | 42 | 12 | 59 | 42 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 165 | 0 | 54 | 0 | 0 | 101 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 39 | 113 | 39 | 11 | 54 | 39 |
| Future Volume (Veh/h) | 39 | 113 | 39 | 11 | 54 | 39 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 42 | 123 | 42 | 12 | 59 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 208 | 48 | | | 54 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 208 | 48 | | | 54 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 94 | 88 | | | 96 | |
| cM capacity (veh/h) | 754 | 1015 | | | 1514 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 165 | 54 | 101 |
| Volume Left | 42 | 0 | 59 |
| Volume Right | 123 | 12 | 0 |
| cSH | 933 | 1700 | 1514 |
| Volume to Capacity | 0.18 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 16 | 0 | 3 |
| Control Delay (s/veh) | 9.7 | 0.0 | 4.5 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.7 | 0.0 | 4.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.4 | | |
| Intersection Capacity Utilization | 27.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 39 | 113 | 39 | 11 | 54 | 39 |
| Future Vol, veh/h | 39 | 113 | 39 | 11 | 54 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 8 | 0 |
| Mvmt Flow | 42 | 123 | 42 | 12 | 59 | 42 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 208 | 48 | 0 | 0 | 54 | 0 |
| Stage 1 | 48 | - | - | - | - | - |
| Stage 2 | 160 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.24 | - | - | 4.18 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | - | - | 2.272 | - |
| Pot Cap-1 Maneuver | 785 | 1015 | - | - | 1514 | - |
| Stage 1 | 980 | - | - | - | - | - |
| Stage 2 | 874 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 754 | 1015 | - | - | 1514 | - |
| Mov Cap-2 Maneuver | 754 | - | - | - | - | - |
| Stage 1 | 980 | - | - | - | - | - |
| Stage 2 | 839 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 0 | 4.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 932 | 1514 | - |
| HCM Lane V/C Ratio | - | - | 0.177 | 0.039 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.7 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.6 | 0.1 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 147 | 15 | 0 | 131 |
| Future Volume (vph) | 15 | 0 | 147 | 15 | 0 | 131 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.988 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1421 | 0 | 1785 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1421 | 0 | 1785 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 27% | 0% | 3% | 27% | 0% | 3% |
| Adj. Flow (vph) | 16 | 0 | 160 | 16 | 0 | 142 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 16 | 0 | 176 | 0 | 0 | 142 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 0 | 147 | 15 | 0 | 131 |
| Future Volume (Veh/h) | 15 | 0 | 147 | 15 | 0 | 131 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 160 | 16 | 0 | 142 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 310 | 168 | | | 176 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 310 | 168 | | | 176 | |
| tC, single (s) | 6.7 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 100 | | | 100 | |
| cM capacity (veh/h) | 634 | 881 | | | 1412 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 176 | 142 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 16 | 0 |
| cSH | 634 | 1700 | 1412 |
| Volume to Capacity | 0.03 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 10.8 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 10.8 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.5 | |
| Intersection Capacity Utilization | | 18.6% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 0 | 147 | 15 | 0 | 131 |
| Future Vol, veh/h | 15 | 0 | 147 | 15 | 0 | 131 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 27 | 0 | 3 | 27 | 0 | 3 |
| Mvmt Flow | 16 | 0 | 160 | 16 | 0 | 142 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 310 | 168 | 0 | 0 | 176 | 0 |
| Stage 1 | 168 | - | - | - | - | - |
| Stage 2 | 142 | - | - | - | - | - |
| Critical Hdwy | 6.67 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.67 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.67 | - | - | - | - | - |
| Follow-up Hdwy | 3.743 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 634 | 881 | - | - | 1412 | - |
| Stage 1 | 805 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 634 | 881 | - | - | 1412 | - |
| Mov Cap-2 Maneuver | 634 | - | - | - | - | - |
| Stage 1 | 805 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.8 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 634 | 1412 | - |
| HCM Lane V/C Ratio | - | - | 0.026 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 10.8 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 1 | 147 | 0 | 1 | 131 |
| Future Volume (vph) | 0 | 1 | 147 | 0 | 1 | 131 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1644 | 0 | 1845 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1644 | 0 | 1845 | 0 | 0 | 1845 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 3% |
| Adj. Flow (vph) | 0 | 1 | 160 | 0 | 1 | 142 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 0 | 160 | 0 | 0 | 143 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 1 | 147 | 0 | 1 | 131 |
| Future Volume (Veh/h) | 0 | 1 | 147 | 0 | 1 | 131 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 160 | 0 | 1 | 142 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 304 | 160 | | | 160 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 304 | 160 | | | 160 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 692 | 890 | | | 1432 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 1 | 160 | 143 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 1 | 0 | 0 |
| cSH | 890 | 1700 | 1432 |
| Volume to Capacity | 0.00* | 0.09 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.0 | 0.0 | 0.1 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.0 | 0.0 | 0.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 17.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 147 | 0 | 1 | 131 |
| Future Vol, veh/h | 0 | 1 | 147 | 0 | 1 | 131 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 1 | 160 | 0 | 1 | 142 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 304 | 160 | 0 | 0 | 160 | 0 |
| Stage 1 | 160 | - | - | - | - | - |
| Stage 2 | 144 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 692 | 890 | - | - | 1432 | - |
| Stage 1 | 874 | - | - | - | - | - |
| Stage 2 | 888 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 691 | 890 | - | - | 1432 | - |
| Mov Cap-2 Maneuver | 691 | - | - | - | - | - |
| Stage 1 | 874 | - | - | - | - | - |
| Stage 2 | 887 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 890 | 1432 | - |
| HCM Lane V/C Ratio | - | - | 0.001 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.1 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0 | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 111 | 148 | 0 | 20 | 65 |
| Future Volume (vph) | 0 | 111 | 148 | 0 | 20 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.897 | |
| Flt Protected | | | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1827 | 1845 | 0 | 1684 | 0 |
| Flt Permitted | | | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1827 | 1845 | 0 | 1684 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 4% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 121 | 161 | 0 | 22 | 71 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 121 | 161 | 0 | 93 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 111 | 148 | 0 | 20 | 65 |
| Future Volume (Veh/h) | 0 | 111 | 148 | 0 | 20 | 65 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 121 | 161 | 0 | 22 | 71 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 161 | | | | 282 | 161 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 161 | | | | 282 | 161 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 97 | 92 |
| cM capacity (veh/h) | 1430 | | | | 712 | 889 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 121 | 161 | 93 |
| Volume Left | 0 | 0 | 22 |
| Volume Right | 0 | 0 | 71 |
| cSH | 1430 | 1700 | 840 |
| Volume to Capacity | 0.00 | 0.09 | 0.11 |
| Queue Length 95th (ft) | 0 | 0 | 9 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.8 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 19.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

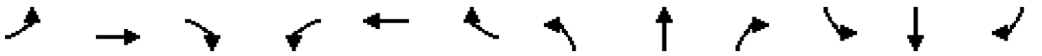
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 111 | 148 | 0 | 20 | 65 |
| Future Vol, veh/h | 0 | 111 | 148 | 0 | 20 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 121 | 161 | 0 | 22 | 71 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 161 | 0 | - | 0 | 282 | 161 |
| Stage 1 | - | - | - | - | 161 | - |
| Stage 2 | - | - | - | - | 121 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1430 | - | - | - | 712 | 889 |
| Stage 1 | - | - | - | - | 873 | - |
| Stage 2 | - | - | - | - | 909 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1430 | - | - | - | 712 | 889 |
| Mov Cap-2 Maneuver | - | - | - | - | 712 | - |
| Stage 1 | - | - | - | - | 873 | - |
| Stage 2 | - | - | - | - | 909 | - |

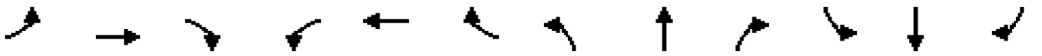
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1430 | - | 840 |
| HCM Lane V/C Ratio | - | - | - | - | 0.11 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.8 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.4 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 83 | 79 | 1 | 15 | 30 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Future Volume (vph) | 83 | 79 | 1 | 15 | 30 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.910 | | | 0.910 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.993 | | | 0.958 | |
| Satd. Flow (prot) | 1805 | 3370 | 0 | 1517 | 3170 | 0 | 0 | 1600 | 0 | 0 | 1728 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.993 | | | 0.958 | |
| Satd. Flow (perm) | 1805 | 3370 | 0 | 1517 | 3170 | 0 | 0 | 1600 | 0 | 0 | 1728 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 7% | 0% | 19% | 9% | 0% | 0% | 0% | 11% | 6% | 0% | 6% |
| Adj. Flow (vph) | 90 | 86 | 1 | 16 | 33 | 49 | 3 | 4 | 14 | 54 | 7 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 90 | 87 | 0 | 16 | 82 | 0 | 0 | 21 | 0 | 0 | 61 | 50 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 83 | 79 | 1 | 15 | 30 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Future Volume (Veh/h) | 83 | 79 | 1 | 15 | 30 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 90 | 86 | 1 | 16 | 33 | 49 | 3 | 4 | 14 | 54 | 7 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 82 | | | 87 | | | 344 | 381 | 44 | 329 | 357 | 41 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 82 | | | 87 | | | 344 | 381 | 44 | 329 | 357 | 41 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 94 | | | 99 | | | 99 | 99 | 99 | 90 | 99 | 95 |
| cM capacity (veh/h) | 1528 | | | 1391 | | | 527 | 516 | 989 | 548 | 533 | 1008 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 90 | 57 | 30 | 16 | 22 | 60 | 21 | 111 |
| Volume Left | 90 | 0 | 0 | 16 | 0 | 0 | 3 | 54 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 49 | 14 | 50 |
| cSH | 1528 | 1700 | 1700 | 1391 | 1700 | 1700 | 761 | 994 |
| Volume to Capacity | 0.06 | 0.03 | 0.02 | 0.01 | 0.01 | 0.04 | 0.03 | 0.11 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 9 |
| Control Delay (s/veh) | 7.5 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 9.9 | 10.8 |
| Lane LOS | A | | | A | | | A | B |
| Approach Delay (s/veh) | 3.8 | | | 1.2 | | | 9.9 | 10.8 |
| Approach LOS | | | | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.4 | | | |
| Intersection Capacity Utilization | 27.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 83 | 79 | 1 | 15 | 30 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Future Vol, veh/h | 83 | 79 | 1 | 15 | 30 | 45 | 3 | 4 | 13 | 50 | 6 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 7 | 0 | 19 | 9 | 0 | 0 | 0 | 11 | 6 | 0 | 6 |
| Mvmt Flow | 90 | 86 | 1 | 16 | 33 | 49 | 3 | 4 | 14 | 54 | 7 | 50 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 82 | 0 | 0 | 87 | 0 | 0 | 319 | 381 | 44 | 315 | 357 | 41 |
| Stage 1 | - | - | - | - | - | - | 267 | 267 | - | 90 | 90 | - |
| Stage 2 | - | - | - | - | - | - | 52 | 114 | - | 225 | 267 | - |
| Critical Hdwy | 4.1 | - | - | 4.48 | - | - | 7.5 | 6.5 | 7.12 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.39 | - | - | 3.5 | 4 | 3.41 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1528 | - | - | 1391 | - | - | 615 | 555 | 988 | 604 | 572 | 1008 |
| Stage 1 | - | - | - | - | - | - | 721 | 692 | - | 896 | 824 | - |
| Stage 2 | - | - | - | - | - | - | 960 | 805 | - | 746 | 692 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1528 | - | - | 1391 | - | - | 548 | 516 | 988 | 560 | 532 | 1008 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 548 | 516 | - | 560 | 532 | - |
| Stage 1 | - | - | - | - | - | - | 678 | 651 | - | 843 | 814 | - |
| Stage 2 | - | - | - | - | - | - | 895 | 795 | - | 687 | 651 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.8 | 1.3 | 9.9 | 10.7 |
| HCM LOS | | | A | B |

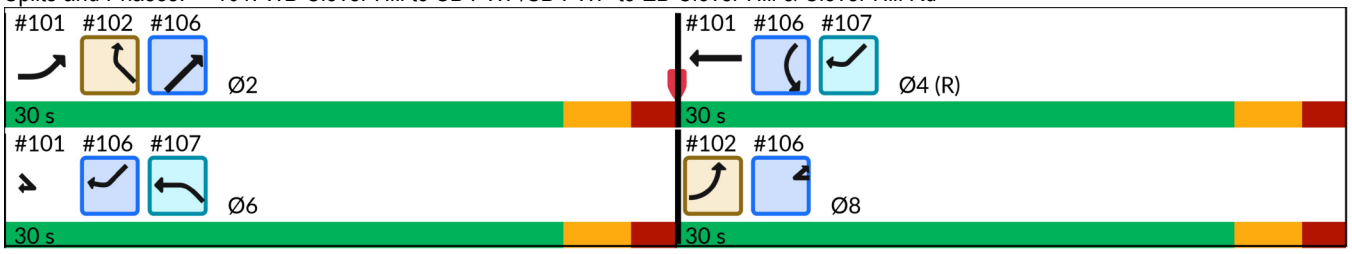
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 758 | 1528 | - | - | 1391 | - | - | 557 | 1008 |
| HCM Lane V/C Ratio | 0.029 | 0.059 | - | - | 0.012 | - | - | 0.109 | 0.05 |
| HCM Ctrl Dly (s/v) | 9.9 | 7.5 | - | - | 7.6 | - | - | 12.3 | 8.8 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.2 | - | - | 0 | - | - | 0.4 | 0.2 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 366 | 365 | 244 | 246 | |
| Future Volume (vph) | 366 | 365 | 244 | 246 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1845 | 1583 | 1863 | 1565 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1845 | 1583 | 1863 | 1565 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 397 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 3% | 2% | 2% | 5% | |
| Adj. Flow (vph) | 398 | 397 | 265 | 267 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 398 | 397 | 265 | 267 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.52 | 0.25 | 0.34 | 0.41 | |
| Control Delay (s/veh) | 16.0 | 0.4 | 13.4 | 14.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 16.0 | 0.4 | 13.4 | 14.7 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 13.4 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 102 | 0 | 76 | 65 | |
| Queue Length 95th (ft) | 173 | 0 | 129 | 119 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 768 | 1583 | 776 | 652 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.52 | 0.25 | 0.34 | 0.41 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 10.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 40.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 366 | 365 | 244 | 246 |
| Future Volume (vph) | 366 | 365 | 244 | 246 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1845 | 1583 | 1863 | 1565 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1845 | 1583 | 1863 | 1565 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 398 | 397 | 265 | 267 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 398 | 397 | 265 | 267 |
| Heavy Vehicles (%) | 3% | 2% | 2% | 5% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 768 | 1583 | 776 | 652 |
| v/s Ratio Prot | c0.22 | | c0.14 | 0.17 |
| v/s Ratio Perm | | 0.25 | | |
| v/c Ratio | 0.52 | 0.25 | 0.34 | 0.41 |
| Uniform Delay, d1 | 13.0 | 0.0 | 11.9 | 12.3 |
| Progression Factor | 1.00 | 1.00 | 0.99 | 1.00 |
| Incremental Delay, d2 | 2.5 | 0.4 | 1.2 | 1.9 |
| Delay (s) | 15.5 | 0.4 | 13.0 | 14.2 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 13.0 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

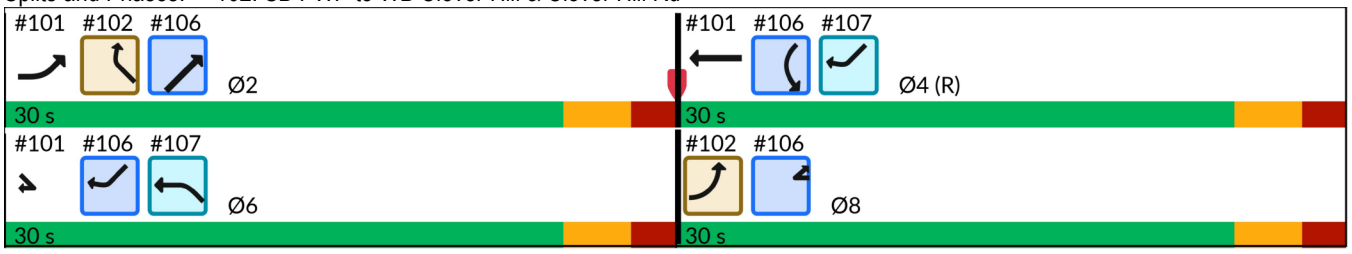
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 217 | 0 | 0 | 0 | 0 | 366 | | |
| Future Volume (vph) | 217 | 0 | 0 | 0 | 0 | 366 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1787 | 0 | 0 | 0 | 0 | 1845 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 0 | 0 | 0 | 1845 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 3% | | |
| Adj. Flow (vph) | 228 | 0 | 0 | 0 | 0 | 398 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 228 | 0 | 0 | 0 | 0 | 398 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.31 | | | | | 0.52 | | |
| Control Delay (s/veh) | 13.1 | | | | | 3.5 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 13.1 | | | | | 3.5 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 13.1 | | | | 3.5 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 53 | | | | | 6 | | |
| Queue Length 95th (ft) | 96 | | | | | 9 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 744 | | | | | 768 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.31 | | | | | 0.52 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 7.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 29.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

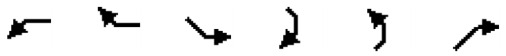
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 217 | 0 | 0 | 0 | 0 | 366 |
| Future Volume (vph) | 217 | 0 | 0 | 0 | 0 | 366 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1787 | | | | | 1845 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1787 | | | | | 1845 |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 228 | 0 | 0 | 0 | 0 | 398 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 228 | 0 | 0 | 0 | 0 | 398 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 3% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 744 | | | | | 768 |
| v/s Ratio Prot | c0.13 | | | | | c0.22 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.31 | | | | | 0.52 |
| Uniform Delay, d1 | 11.7 | | | | | 13.0 |
| Progression Factor | 1.00 | | | | | 0.10 |
| Incremental Delay, d2 | 1.1 | | | | | 2.2 |
| Delay (s) | 12.8 | | | | | 3.4 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.8 | | 0.0 | | 3.4 | |
| Approach LOS | B | | A | | A | |

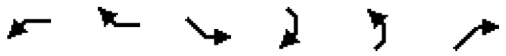
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 29.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 69 | 0 | 0 | 365 |
| Future Volume (vph) | 0 | 0 | 69 | 0 | 0 | 365 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1752 | 0 | 0 | 1611 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1752 | 0 | 0 | 1611 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 2% |
| Adj. Flow (vph) | 0 | 0 | 75 | 0 | 0 | 397 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 75 | 0 | 0 | 397 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 44.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 69 | 0 | 0 | 365 |
| Future Volume (Veh/h) | 0 | 0 | 69 | 0 | 0 | 365 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 75 | 0 | 0 | 397 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 397 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 397 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 88 | 100 | 100 | |
| cM capacity (veh/h) | | | 606 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 75 | 397 |
| Volume Left | 75 | 0 |
| Volume Right | 0 | 0 |
| cSH | 606 | 1700 |
| Volume to Capacity | 0.12 | 0.23 |
| Queue Length 95th (ft) | 11 | 0 |
| Control Delay (s/veh) | 11.8 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s/veh) | 11.8 | 0.0 |
| Approach LOS | B | |

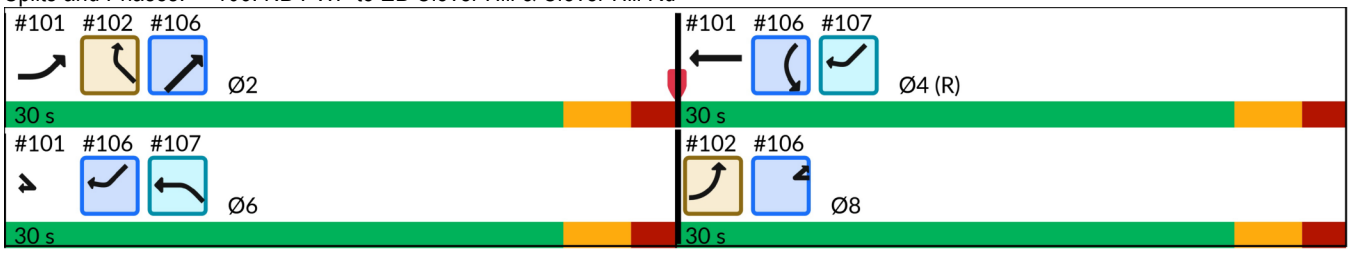
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 44.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 70 | 257 | 90 | 161 |
| Future Volume (vph) | 70 | 257 | 90 | 161 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1315 | 1881 | 1827 | 1553 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1315 | 1881 | 1827 | 1553 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 175 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 25% | 1% | 4% | 4% |
| Adj. Flow (vph) | 76 | 279 | 98 | 175 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 76 | 279 | 98 | 175 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.14 | 0.36 | 0.13 | 0.23 |
| Control Delay (s/veh) | 11.8 | 12.6 | 11.4 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.8 | 12.6 | 11.4 | 3.1 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 12.6 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 16 | 52 | 21 | 0 |
| Queue Length 95th (ft) | 39 | 114 | 46 | 30 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 547 | 783 | 761 | 749 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.36 | 0.13 | 0.23 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 9.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 26.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 70 | 257 | 90 | 161 |
| Future Volume (vph) | 70 | 257 | 90 | 161 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1315 | 1881 | 1827 | 1553 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1315 | 1881 | 1827 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 76 | 279 | 98 | 175 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 102 |
| Lane Group Flow (vph) | 76 | 279 | 98 | 73 |
| Heavy Vehicles (%) | 25% | 1% | 4% | 4% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 547 | 783 | 761 | 647 |
| v/s Ratio Prot | c0.06 | c0.15 | 0.05 | 0.05 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.14 | 0.36 | 0.13 | 0.11 |
| Uniform Delay, d1 | 10.8 | 12.0 | 10.8 | 10.7 |
| Progression Factor | 1.00 | 0.93 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 1.2 | 0.3 | 0.4 |
| Delay (s) | 11.4 | 12.3 | 11.1 | 11.1 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 12.3 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 11.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.25 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

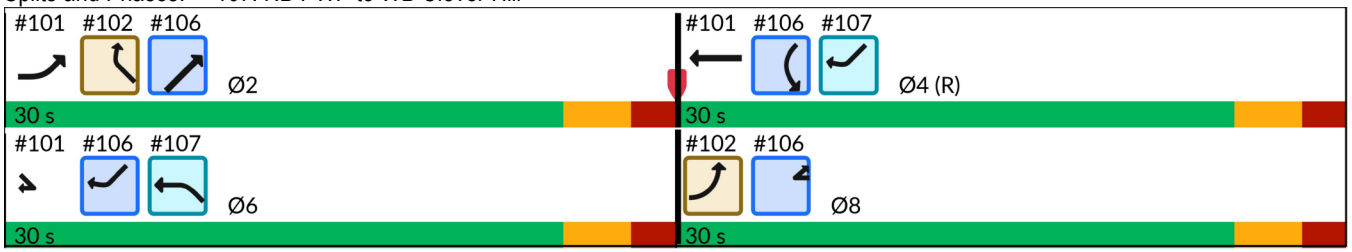
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 223 | 0 | 0 | 90 | | |
| Future Volume (vph) | 0 | 0 | 223 | 0 | 0 | 90 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1787 | 0 | 0 | 1827 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1787 | 0 | 0 | 1827 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 4% | | |
| Adj. Flow (vph) | 0 | 0 | 242 | 0 | 0 | 98 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 242 | 0 | 0 | 98 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.33 | | | 0.13 | | |
| Control Delay (s/veh) | | | 13.4 | | | 1.5 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 13.4 | | | 1.5 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 13.4 | | 1.5 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 56 | | | 1 | | |
| Queue Length 95th (ft) | | | 102 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 744 | | | 761 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.33 | | | 0.13 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 9.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 29.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

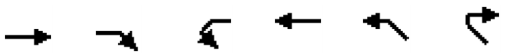
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 223 | 0 | 0 | 90 |
| Future Volume (vph) | 0 | 0 | 223 | 0 | 0 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1787 | | | 1827 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1787 | | | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 242 | 0 | 0 | 98 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 242 | 0 | 0 | 98 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 4% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 744 | | | 761 |
| v/s Ratio Prot | | | c0.14 | | | c0.05 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.33 | | | 0.13 |
| Uniform Delay, d1 | | | 11.8 | | | 10.8 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 1.2 | | | 0.3 |
| Delay (s) | | | 13.0 | | | 1.5 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 13.0 | | 1.5 | |
| Approach LOS | A | | B | | A | |

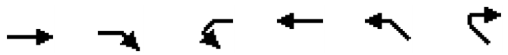
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 9.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.23 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 29.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 161 | 326 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 161 | 326 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1827 | 1752 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1827 | 1752 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 4% | 3% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 175 | 354 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 175 | 354 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 33.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 161 | 326 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 161 | 326 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 175 | 354 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 175 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 175 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 56 | 100 |
| cM capacity (veh/h) | | | 1636 | | 813 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 175 | 354 |
| Volume Left | 0 | 354 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 813 |
| Volume to Capacity | 0.10 | 0.44 |
| Queue Length 95th (ft) | 0 | 56 |
| Control Delay (s/veh) | 0.0 | 12.8 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 12.8 |
| Approach LOS | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.6 | | | |
| Intersection Capacity Utilization | 33.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 379 | 1 | 1 | 1 | 3 | 393 |
| Future Volume (vph) | 379 | 1 | 1 | 1 | 3 | 393 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.952 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1809 | 1900 | 1615 | 1805 | 1615 |
| Flt Permitted | | 0.952 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1809 | 1900 | 1615 | 1805 | 1615 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 921 | |
| Travel Time (s) | | 89.1 | 10.7 | | 25.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 412 | 1 | 1 | 1 | 3 | 427 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 413 | 1 | 1 | 3 | 427 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 379 | 1 | 1 | 1 | 3 | 393 |
| Future Volume (Veh/h) | 379 | 1 | 1 | 1 | 3 | 393 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 412 | 1 | 1 | 1 | 3 | 427 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 921 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 7 | 6 | 6 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 7 | 6 | 6 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 59 | 100 | 100 | 100 | 100 | |
| cM capacity (veh/h) | 1015 | 892 | 892 | 1091 | 1636 | |

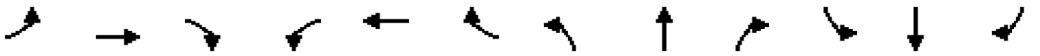
| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 413 | 1 | 1 | 3 | 427 |
| Volume Left | 412 | 0 | 0 | 3 | 0 |
| Volume Right | 0 | 0 | 1 | 0 | 427 |
| cSH | 1015 | 892 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.41 | 0.00* | 0.00* | 0.00* | 0.25 |
| Queue Length 95th (ft) | 50 | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 11.0 | 9.0 | 8.3 | 7.2 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 11.0 | 8.7 | | 0.1 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 37.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 7 | 19 | 1 | 14 | 24 | 352 | 1 | 33 | 180 | 170 | 6 | 1 |
| Future Volume (vph) | 7 | 19 | 1 | 14 | 24 | 352 | 1 | 33 | 180 | 170 | 6 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.995 | | | 0.878 | | | 0.886 | | | 0.999 | |
| Flt Protected | | 0.987 | | | 0.998 | | | | | | 0.954 | |
| Satd. Flow (prot) | 0 | 1866 | 0 | 0 | 1665 | 0 | 0 | 1653 | 0 | 0 | 1811 | 0 |
| Flt Permitted | | 0.987 | | | 0.998 | | | | | | 0.954 | |
| Satd. Flow (perm) | 0 | 1866 | 0 | 0 | 1665 | 0 | 0 | 1653 | 0 | 0 | 1811 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 12% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 8 | 21 | 1 | 15 | 26 | 383 | 1 | 36 | 196 | 185 | 7 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 30 | 0 | 0 | 424 | 0 | 0 | 233 | 0 | 0 | 193 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 57.2% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 19 | 1 | 14 | 24 | 352 | 1 | 33 | 180 | 170 | 6 | 1 |
| Future Volume (Veh/h) | 7 | 19 | 1 | 14 | 24 | 352 | 1 | 33 | 180 | 170 | 6 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 21 | 1 | 15 | 26 | 383 | 1 | 36 | 196 | 185 | 7 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 527 | 612 | 8 | 525 | 514 | 134 | 8 | | | 232 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 527 | 612 | 8 | 525 | 514 | 134 | 8 | | | 232 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 97 | 94 | 100 | 96 | 94 | 58 | 100 | | | 86 | | |
| cM capacity (veh/h) | 231 | 354 | 1081 | 398 | 403 | 920 | 1625 | | | 1348 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 30 | 424 | 233 | 193 |
| Volume Left | 8 | 15 | 1 | 185 |
| Volume Right | 1 | 383 | 196 | 1 |
| cSH | 317 | 818 | 1625 | 1348 |
| Volume to Capacity | 0.09 | 0.52 | 0.00* | 0.14 |
| Queue Length 95th (ft) | 8 | 76 | 0 | 12 |
| Control Delay (s/veh) | 17.6 | 14.0 | 0.0 | 7.8 |
| Lane LOS | C | B | A | A |
| Approach Delay (s/veh) | 17.6 | 14.0 | 0.0 | 7.8 |
| Approach LOS | C | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 9.1 | | |
| Intersection Capacity Utilization | 57.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

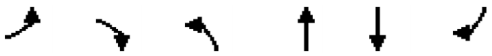
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 19 | 1 | 14 | 24 | 352 | 1 | 33 | 180 | 170 | 6 | 1 |
| Future Vol, veh/h | 7 | 19 | 1 | 14 | 24 | 352 | 1 | 33 | 180 | 170 | 6 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 21 | 1 | 15 | 26 | 383 | 1 | 36 | 196 | 185 | 7 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 527 | 612 | 8 | 525 | 514 | 134 | 8 | 0 | 0 | 232 | 0 | 0 |
| Stage 1 | 378 | 378 | - | 136 | 136 | - | - | - | - | - | - | - |
| Stage 2 | 149 | 234 | - | 389 | 378 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 465 | 411 | 1080 | 466 | 467 | 920 | 1625 | - | - | 1348 | - | - |
| Stage 1 | 648 | 619 | - | 872 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 858 | 715 | - | 639 | 619 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 231 | 354 | 1080 | 398 | 402 | 920 | 1625 | - | - | 1348 | - | - |
| Mov Cap-2 Maneuver | 231 | 354 | - | 398 | 402 | - | - | - | - | - | - | - |
| Stage 1 | 647 | 534 | - | 871 | 787 | - | - | - | - | - | - | - |
| Stage 2 | 484 | 714 | - | 529 | 534 | - | - | - | - | - | - | - |

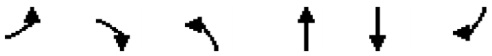
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.5 | 11 | 0 | 7.8 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 318 | 1019 | 1348 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.092 | 0.416 | 0.137 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 17.5 | 11 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.3 | 2.1 | 0.5 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 202 | 1 | 0 | 13 | 21 | 0 |
| Future Volume (vph) | 202 | 1 | 0 | 13 | 21 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 1615 | 0 | 1900 | 1900 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 1615 | 0 | 1900 | 1900 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 207 | | | 735 | 313 | |
| Travel Time (s) | 7.1 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 220 | 1 | 0 | 14 | 23 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 220 | 1 | 0 | 14 | 23 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 202 | 1 | 0 | 13 | 21 | 0 |
| Future Volume (Veh/h) | 202 | 1 | 0 | 13 | 21 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 220 | 1 | 0 | 14 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 37 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 37 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 77 | 100 | 100 | | | |
| cM capacity (veh/h) | 975 | 1060 | 1605 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 220 | 1 | 14 | 23 |
| Volume Left | 220 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 975 | 1060 | 1700 | 1700 |
| Volume to Capacity | 0.23 | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 22 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.8 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.8 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.4 | | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

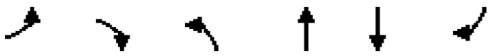
| Intersection | |
|---|---|
| Int Delay, s/veh | 8.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 202 | 1 | 0 | 13 | 21 | 0 |
| Future Vol, veh/h | 202 | 1 | 0 | 13 | 21 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 220 | 1 | 0 | 14 | 23 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 37 | 23 | - | 0 | - | 0 |
| Stage 1 | 23 | - | - | - | - | - |
| Stage 2 | 14 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 975 | 1060 | 0 | - | - | 0 |
| Stage 1 | 1000 | - | 0 | - | - | 0 |
| Stage 2 | 1009 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 975 | 1060 | - | - | - | - |
| Mov Cap-2 Maneuver | 975 | - | - | - | - | - |
| Stage 1 | 1000 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |

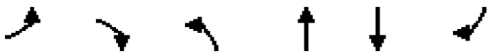
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.8 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 975 | 1060 | - |
| HCM Lane V/C Ratio | - | 0.225 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 9.8 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0.9 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 180 | 212 | 177 | 35 |
| Future Volume (vph) | 0 | 0 | 180 | 212 | 177 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 0 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | 0.978 | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1838 | 1900 | 1455 |
| Flt Permitted | | | | 0.978 | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1838 | 1900 | 1455 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 11% |
| Adj. Flow (vph) | 0 | 0 | 196 | 230 | 192 | 38 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 426 | 192 | 38 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

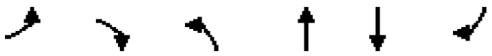
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 180 | 212 | 177 | 35 |
| Future Volume (Veh/h) | 0 | 0 | 180 | 212 | 177 | 35 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 196 | 230 | 192 | 38 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 814 | 192 | 230 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 814 | 192 | 230 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 85 | | | |
| cM capacity (veh/h) | 299 | 855 | 1350 | | | |

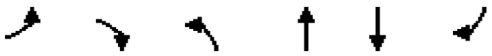
| Direction, Lane # | NB 1 | SB 1 | SB 2 |
|---|---|---|---|
| Volume Total | 426 | 192 | 38 |
| Volume Left | 196 | 0 | 0 |
| Volume Right | 0 | 0 | 38 |
| cSH | 1350 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.11 | 0.02 |
| Queue Length 95th (ft) | 13 | 0 | 0 |
| Control Delay (s/veh) | 4.5 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s/veh) | 4.5 | 0.0 | |
| Approach LOS | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.9 | | |
| Intersection Capacity Utilization | 37.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 94 | 104 | 42 | 47 | 10 |
| Future Volume (vph) | 11 | 94 | 104 | 42 | 47 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.976 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1597 | 1615 | 1805 | 1900 | 1854 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1597 | 1615 | 1805 | 1900 | 1854 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 13% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 12 | 102 | 113 | 46 | 51 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 12 | 102 | 113 | 46 | 62 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 11 | 94 | 104 | 42 | 47 | 10 |
| Future Volume (Veh/h) | 11 | 94 | 104 | 42 | 47 | 10 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 102 | 113 | 46 | 51 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 329 | 57 | 62 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 329 | 57 | 62 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 90 | 93 | | | |
| cM capacity (veh/h) | 597 | 1016 | 1554 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 12 | 102 | 113 | 46 | 62 |
| Volume Left | 12 | 0 | 113 | 0 | 0 |
| Volume Right | 0 | 102 | 0 | 0 | 11 |
| cSH | 597 | 1016 | 1554 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.10 | 0.07 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 2 | 8 | 6 | 0 | 0 |
| Control Delay (s/veh) | 11.2 | 8.9 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.2 | | 5.3 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.7 | | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 94 | 104 | 42 | 47 | 10 |
| Future Vol, veh/h | 11 | 94 | 104 | 42 | 47 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 12 | 102 | 113 | 46 | 51 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 329 | 57 | 62 | 0 | - | 0 |
| Stage 1 | 57 | - | - | - | - | - |
| Stage 2 | 272 | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.53 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 644 | 1015 | 1554 | - | - | - |
| Stage 1 | 938 | - | - | - | - | - |
| Stage 2 | 749 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 597 | 1015 | 1554 | - | - | - |
| Mov Cap-2 Maneuver | 597 | - | - | - | - | - |
| Stage 1 | 870 | - | - | - | - | - |
| Stage 2 | 749 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 5.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1554 | - | 597 | 1015 | - | - |
| HCM Lane V/C Ratio | 0.073 | - | 0.02 | 0.101 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11.2 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.1 | 0.3 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 109 | 6 | 6 | 98 | 6 |
| Future Volume (vph) | 3 | 109 | 6 | 6 | 98 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.868 | | 0.932 | | | |
| Flt Protected | 0.999 | | | | | 0.955 |
| Satd. Flow (prot) | 1648 | 0 | 1771 | 0 | 0 | 1798 |
| Flt Permitted | 0.999 | | | | | 0.955 |
| Satd. Flow (perm) | 1648 | 0 | 1771 | 0 | 0 | 1798 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 3 | 118 | 7 | 7 | 107 | 7 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 121 | 0 | 14 | 0 | 0 | 114 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 26.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 3 | 109 | 6 | 6 | 98 | 6 |
| Future Volume (Veh/h) | 3 | 109 | 6 | 6 | 98 | 6 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 118 | 7 | 7 | 107 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 232 | 11 | | | 14 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 232 | 11 | | | 14 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 89 | | | 93 | |
| cM capacity (veh/h) | 711 | 1077 | | | 1611 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 121 | 14 | 114 |
| Volume Left | 3 | 0 | 107 |
| Volume Right | 118 | 7 | 0 |
| cSH | 1063 | 1700 | 1611 |
| Volume to Capacity | 0.11 | 0.00* | 0.07 |
| Queue Length 95th (ft) | 10 | 0 | 5 |
| Control Delay (s/veh) | 8.8 | 0.0 | 7.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 8.8 | 0.0 | 7.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.5 | | |
| Intersection Capacity Utilization | 26.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 109 | 6 | 6 | 98 | 6 |
| Future Vol, veh/h | 3 | 109 | 6 | 6 | 98 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 3 | 118 | 7 | 7 | 107 | 7 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 232 | 11 | 0 | 0 | 14 | 0 |
| Stage 1 | 11 | - | - | - | - | - |
| Stage 2 | 221 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 761 | 1076 | - | - | 1611 | - |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 821 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 710 | 1076 | - | - | 1611 | - |
| Mov Cap-2 Maneuver | 710 | - | - | - | - | - |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 766 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 0 | 7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1061 | 1611 | - |
| HCM Lane V/C Ratio | - | - | 0.115 | 0.066 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.4 | 0.2 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 201 | 11 | 0 | 202 |
| Future Volume (vph) | 10 | 0 | 201 | 11 | 0 | 202 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.993 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1289 | 0 | 1852 | 0 | 0 | 1900 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1289 | 0 | 1852 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 455 | | 652 | | | 568 |
| Travel Time (s) | 15.5 | | 12.7 | | | 11.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 40% | 0% | 0% | 36% | 0% | 0% |
| Adj. Flow (vph) | 11 | 0 | 218 | 12 | 0 | 220 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 0 | 230 | 0 | 0 | 220 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 0 | 201 | 11 | 0 | 202 |
| Future Volume (Veh/h) | 10 | 0 | 201 | 11 | 0 | 202 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 0 | 218 | 12 | 0 | 220 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 444 | 224 | | | 230 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 444 | 224 | | | 230 | |
| tC, single (s) | 6.8 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.9 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 507 | 820 | | | 1350 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 11 | 230 | 220 |
| Volume Left | 11 | 0 | 0 |
| Volume Right | 0 | 12 | 0 |
| cSH | 507 | 1700 | 1350 |
| Volume to Capacity | 0.02 | 0.14 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s/veh) | 12.3 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s/veh) | 12.3 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 0 | 201 | 11 | 0 | 202 |
| Future Vol, veh/h | 10 | 0 | 201 | 11 | 0 | 202 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 40 | 0 | 0 | 36 | 0 | 0 |
| Mvmt Flow | 11 | 0 | 218 | 12 | 0 | 220 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 444 | 224 | 0 | 0 | 230 | 0 |
| Stage 1 | 224 | - | - | - | - | - |
| Stage 2 | 220 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.86 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 507 | 820 | - | - | 1350 | - |
| Stage 1 | 731 | - | - | - | - | - |
| Stage 2 | 735 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 507 | 820 | - | - | 1350 | - |
| Mov Cap-2 Maneuver | 507 | - | - | - | - | - |
| Stage 1 | 731 | - | - | - | - | - |
| Stage 2 | 735 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 507 | 1350 | - |
| HCM Lane V/C Ratio | - | - | 0.021 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 12.3 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 201 | 0 | 1 | 202 |
| Future Volume (vph) | 0 | 0 | 201 | 0 | 1 | 202 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1900 | 0 | 1900 | 0 | 0 | 1900 |
| Link Speed (mph) | 20 | | 35 | | | 35 |
| Link Distance (ft) | 404 | | 568 | | | 681 |
| Travel Time (s) | 13.8 | | 11.1 | | | 13.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 218 | 0 | 1 | 220 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 218 | 0 | 0 | 221 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 14.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 201 | 0 | 1 | 202 |
| Future Volume (Veh/h) | 0 | 0 | 201 | 0 | 1 | 202 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 218 | 0 | 1 | 220 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 440 | 218 | | | 218 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 440 | 218 | | | 218 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 578 | 827 | | | 1364 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 218 | 221 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1364 |
| Volume to Capacity | 0.00 | 0.13 | 0.00* |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 14.8% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 201 | 0 | 1 | 202 |
| Future Vol, veh/h | 0 | 0 | 201 | 0 | 1 | 202 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 218 | 0 | 1 | 220 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 440 | 218 | 0 | 0 | 218 | 0 |
| Stage 1 | 218 | - | - | - | - | - |
| Stage 2 | 222 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 578 | 827 | - | - | 1364 | - |
| Stage 1 | 823 | - | - | - | - | - |
| Stage 2 | 820 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 577 | 827 | - | - | 1364 | - |
| Mov Cap-2 Maneuver | 577 | - | - | - | - | - |
| Stage 1 | 823 | - | - | - | - | - |
| Stage 2 | 819 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1364 | - |
| HCM Lane V/C Ratio | - | - | - | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 76 | 65 | 65 | 136 | 137 | 81 |
| Future Volume (vph) | 76 | 65 | 65 | 136 | 137 | 81 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.909 | | 0.950 | |
| Flt Protected | | 0.974 | | | 0.970 | |
| Satd. Flow (prot) | 0 | 1851 | 1727 | 0 | 1751 | 0 |
| Flt Permitted | | 0.974 | | | 0.970 | |
| Satd. Flow (perm) | 0 | 1851 | 1727 | 0 | 1751 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 83 | 71 | 71 | 148 | 149 | 88 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 154 | 219 | 0 | 237 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 76 | 65 | 65 | 136 | 137 | 81 |
| Future Volume (Veh/h) | 76 | 65 | 65 | 136 | 137 | 81 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 83 | 71 | 71 | 148 | 149 | 88 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 219 | | | | 382 | 145 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 219 | | | | 382 | 145 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 75 | 90 |
| cM capacity (veh/h) | 1362 | | | | 586 | 908 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 154 | 219 | 237 |
| Volume Left | 83 | 0 | 149 |
| Volume Right | 0 | 148 | 88 |
| cSH | 1362 | 1700 | 675 |
| Volume to Capacity | 0.06 | 0.13 | 0.35 |
| Queue Length 95th (ft) | 5 | 0 | 39 |
| Control Delay (s/veh) | 4.4 | 0.0 | 13.2 |
| Lane LOS | A | | B |
| Approach Delay (s/veh) | 4.4 | 0.0 | 13.2 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 6.2 | |
| Intersection Capacity Utilization | | 41.9% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

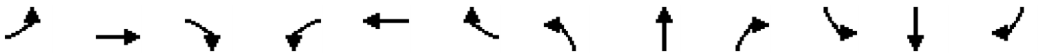
| Intersection | |
|---|---|
| Int Delay, s/veh | 6.2 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 76 | 65 | 65 | 136 | 137 | 81 |
| Future Vol, veh/h | 76 | 65 | 65 | 136 | 137 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 83 | 71 | 71 | 148 | 149 | 88 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 219 | 0 | - | 0 | 382 | 145 |
| Stage 1 | - | - | - | - | 145 | - |
| Stage 2 | - | - | - | - | 237 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1362 | - | - | - | 624 | 908 |
| Stage 1 | - | - | - | - | 887 | - |
| Stage 2 | - | - | - | - | 807 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1362 | - | - | - | 585 | 908 |
| Mov Cap-2 Maneuver | - | - | - | - | 585 | - |
| Stage 1 | - | - | - | - | 831 | - |
| Stage 2 | - | - | - | - | 807 | - |

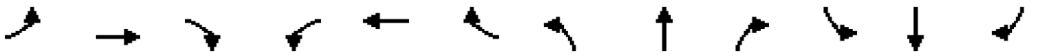
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.2 | 0 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1362 | - | 674 |
| HCM Lane V/C Ratio | - | - | 0.061 | - | 0.352 |
| HCM Ctrl Dly (s/v) | - | - | 7.8 | 0 | 13.2 |
| HCM Lane LOS | - | - | A | A | B |
| HCM 95th %tile Q (veh) | - | - | 0.2 | - | 1.6 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 24 | 38 | 0 | 6 | 36 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Future Volume (vph) | 24 | 38 | 0 | 6 | 36 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.935 | | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3610 | 0 | 1805 | 3301 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1805 | 3610 | 0 | 1805 | 3301 | 0 | 0 | 1900 | 0 | 0 | 1805 | 1615 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 26 | 41 | 0 | 7 | 39 | 30 | 0 | 3 | 0 | 47 | 0 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 26 | 41 | 0 | 7 | 69 | 0 | 0 | 3 | 0 | 0 | 47 | 26 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 24 | 38 | 0 | 6 | 36 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Future Volume (Veh/h) | 24 | 38 | 0 | 6 | 36 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 41 | 0 | 7 | 39 | 30 | 0 | 3 | 0 | 47 | 0 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 69 | | | 41 | | | 140 | 176 | 21 | 142 | 161 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 69 | | | 41 | | | 140 | 176 | 21 | 142 | 161 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 100 | 100 | 100 | 94 | 100 | 97 |
| cM capacity (veh/h) | 1545 | | | 1581 | | | 789 | 706 | 1059 | 803 | 719 | 1037 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 26 | 27 | 14 | 7 | 26 | 43 | 3 | 73 |
| Volume Left | 26 | 0 | 0 | 7 | 0 | 0 | 0 | 47 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 26 |
| cSH | 1545 | 1700 | 1700 | 1581 | 1700 | 1700 | 706 | 1248 |
| Volume to Capacity | 0.02 | 0.02 | 0.00* | 0.00* | 0.02 | 0.03 | 0.00* | 0.06 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s/veh) | 7.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 10.1 | 9.3 |
| Lane LOS | A | | | A | | | B | A |
| Approach Delay (s/veh) | 2.9 | | | 0.7 | | | 10.1 | 9.3 |
| Approach LOS | | | | | | | B | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.4 | | | |
| Intersection Capacity Utilization | 23.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 38 | 0 | 6 | 36 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Future Vol, veh/h | 24 | 38 | 0 | 6 | 36 | 28 | 0 | 3 | 0 | 43 | 0 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 26 | 41 | 0 | 7 | 39 | 30 | 0 | 3 | 0 | 47 | 0 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 69 | 0 | 0 | 41 | 0 | 0 | 127 | 176 | 21 | 142 | 161 | 35 |
| Stage 1 | - | - | - | - | - | - | 93 | 93 | - | 68 | 68 | - |
| Stage 2 | - | - | - | - | - | - | 34 | 83 | - | 74 | 93 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1545 | - | - | 1581 | - | - | 839 | 721 | 1058 | 819 | 735 | 1037 |
| Stage 1 | - | - | - | - | - | - | 909 | 822 | - | 940 | 842 | - |
| Stage 2 | - | - | - | - | - | - | 983 | 830 | - | 933 | 822 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1545 | - | - | 1581 | - | - | 805 | 706 | 1058 | 803 | 720 | 1037 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 805 | 706 | - | 803 | 720 | - |
| Stage 1 | - | - | - | - | - | - | 894 | 808 | - | 924 | 839 | - |
| Stage 2 | - | - | - | - | - | - | 954 | 827 | - | 914 | 808 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.9 | 0.6 | 10.1 | 9.4 |
| HCM LOS | | | B | A |

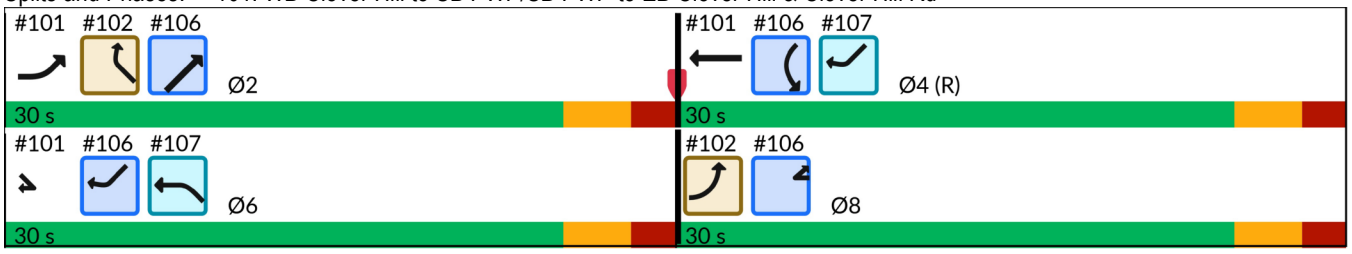
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 706 | 1545 | - | - | 1581 | - | - | 803 | 1037 |
| HCM Lane V/C Ratio | 0.005 | 0.017 | - | - | 0.004 | - | - | 0.058 | 0.025 |
| HCM Ctrl Dly (s/v) | 10.1 | 7.4 | - | - | 7.3 | - | - | 9.8 | 8.6 |
| HCM Lane LOS | B | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 0.2 | 0.1 |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 218 | 162 | 201 | 195 | |
| Future Volume (vph) | 218 | 162 | 201 | 195 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.865 | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 | |
| Right Turn on Red | | Yes | | No | |
| Satd. Flow (RTOR) | | 176 | | | |
| Link Speed (mph) | | | 25 | | |
| Link Distance (ft) | | | 137 | | |
| Travel Time (s) | | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | |
| Adj. Flow (vph) | 237 | 176 | 218 | 212 | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | 237 | 176 | 218 | 212 | |
| Enter Blocked Intersection | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Right | |
| Median Width(ft) | | | 12 | | |
| Link Offset(ft) | | | -16 | | |
| Crosswalk Width(ft) | | | 16 | | |
| Two way Left Turn Lane | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 25 | 9 | | 9 | |
| Turn Type | Prot | Free | NA | Prot | |
| Protected Phases | 2 | | 4 | 6 | 8 |
| Permitted Phases | | Free | | | |
| Minimum Split (s) | 23.0 | | 23.0 | 10.0 | 23.0 |
| Total Split (s) | 30.0 | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | 50.0% | 50.0% | 50% |
| Maximum Green (s) | 25.0 | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Walk Time (s) | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | 0 | | 0 |
| Act Effct Green (s) | 25.0 | 60.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 | |
| v/c Ratio | 0.30 | 0.11 | 0.28 | 0.31 | |
| Control Delay (s/veh) | 13.0 | 0.1 | 12.2 | 13.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | |

| Lane Group | EBL | EBR | WBT | SER | Ø8 |
|---|---|---|---|---|---|
| Total Delay (s/veh) | 13.0 | 0.1 | 12.2 | 13.3 | |
| LOS | B | A | B | B | |
| Approach Delay (s/veh) | | | 12.2 | | |
| Approach LOS | | | B | | |
| Queue Length 50th (ft) | 55 | 0 | 56 | 49 | |
| Queue Length 95th (ft) | 99 | 0 | 98 | 92 | |
| Internal Link Dist (ft) | | | 57 | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | 791 | 1615 | 791 | 685 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.30 | 0.11 | 0.28 | 0.31 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.31 | | | |
| Intersection Signal Delay (s/veh): 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 31.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 101: WB Clover Hill to SB PWP/SB PWP to EB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | WBT | SER |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 218 | 162 | 201 | 195 |
| Future Volume (vph) | 218 | 162 | 201 | 195 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 4.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.87 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1900 | 1615 | 1900 | 1644 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1900 | 1615 | 1900 | 1644 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 237 | 176 | 218 | 212 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 237 | 176 | 218 | 212 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% |
| Turn Type | Prot | Free | NA | Prot |
| Protected Phases | 2 | | 4 | 6 |
| Permitted Phases | | Free | | |
| Actuated Green, G (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 60.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 1.00 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 791 | 1615 | 791 | 685 |
| v/s Ratio Prot | 0.12 | | c0.11 | c0.13 |
| v/s Ratio Perm | | 0.11 | | |
| v/c Ratio | 0.30 | 0.11 | 0.28 | 0.31 |
| Uniform Delay, d1 | 11.7 | 0.0 | 11.5 | 11.7 |
| Progression Factor | 1.00 | 1.00 | 0.96 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.1 | 0.9 | 1.2 |
| Delay (s) | 12.6 | 0.1 | 11.9 | 12.9 |
| Level of Service | B | A | B | B |
| Approach Delay (s/veh) | | | 11.9 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 9.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.29 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 31.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

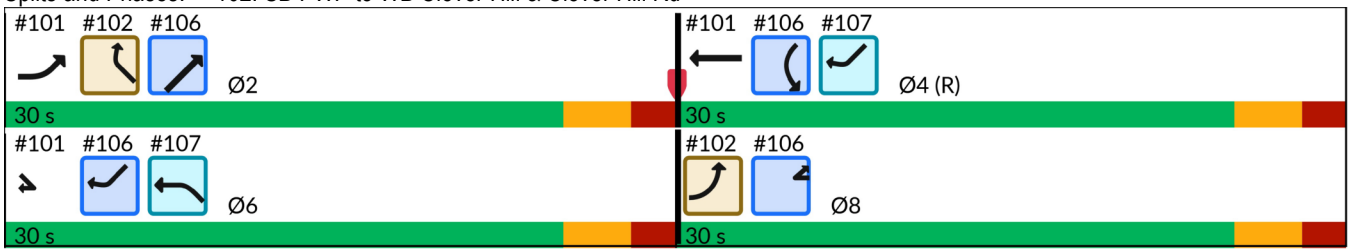
c Critical Lane Group

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 174 | 0 | 0 | 0 | 0 | 218 | | |
| Future Volume (vph) | 174 | 0 | 0 | 0 | 0 | 218 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | 0.950 | | | | | | | |
| Satd. Flow (prot) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Flt Permitted | 0.950 | | | | | | | |
| Satd. Flow (perm) | 1805 | 0 | 0 | 0 | 0 | 1900 | | |
| Right Turn on Red | No | No | | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 246 | | 392 | | 85 | | | |
| Travel Time (s) | 6.7 | | 10.7 | | 2.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 189 | 0 | 0 | 0 | 0 | 237 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 189 | 0 | 0 | 0 | 0 | 237 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | L NA | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 12 | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 25 | | |
| Turn Type | Prot | | | | | Prot | | |
| Protected Phases | 8 | | | | | 2 | 4 | 6 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | 23.0 | | | | | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | | | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | | | | | 50.0% | 50% | 50% |
| Maximum Green (s) | 25.0 | | | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | 7.0 | | | | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | | | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | | | | 0 | |
| Act Effct Green (s) | 25.0 | | | | | 25.0 | | |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 | | |
| v/c Ratio | 0.25 | | | | | 0.30 | | |
| Control Delay (s/veh) | 12.6 | | | | | 2.3 | | |
| Queue Delay | 0.0 | | | | | 0.0 | | |

| Lane Group | EBL | EBR | SBL | SBR | NWL | NWR | Ø4 | Ø6 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | 12.6 | | | | | 2.3 | | |
| LOS | B | | | | | A | | |
| Approach Delay (s/veh) | 12.6 | | | | 2.3 | | | |
| Approach LOS | B | | | | A | | | |
| Queue Length 50th (ft) | 43 | | | | | 4 | | |
| Queue Length 95th (ft) | 81 | | | | | 6 | | |
| Internal Link Dist (ft) | 166 | | 312 | | 5 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | 752 | | | | | 791 | | |
| Starvation Cap Reductn | 0 | | | | | 0 | | |
| Spillback Cap Reductn | 0 | | | | | 0 | | |
| Storage Cap Reductn | 0 | | | | | 0 | | |
| Reduced v/c Ratio | 0.25 | | | | | 0.30 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.31 | | | |
| Intersection Signal Delay (s/veh): 6.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 24.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

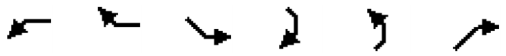
Splits and Phases: 102: SB PWP to WB Clover Hill & Clover Hill Rd



| Movement | EBL | EBR | SBL | SBR | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 174 | 0 | 0 | 0 | 0 | 218 |
| Future Volume (vph) | 174 | 0 | 0 | 0 | 0 | 218 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | | | | | 5.0 |
| Lane Util. Factor | 1.00 | | | | | 1.00 |
| Frt | 1.00 | | | | | 1.00 |
| Flt Protected | 0.95 | | | | | 1.00 |
| Satd. Flow (prot) | 1805 | | | | | 1900 |
| Flt Permitted | 0.95 | | | | | 1.00 |
| Satd. Flow (perm) | 1805 | | | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 189 | 0 | 0 | 0 | 0 | 237 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 189 | 0 | 0 | 0 | 0 | 237 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Prot | | | | | Prot |
| Protected Phases | 8 | | | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | | | 25.0 |
| Effective Green, g (s) | 25.0 | | | | | 25.0 |
| Actuated g/C Ratio | 0.42 | | | | | 0.42 |
| Clearance Time (s) | 5.0 | | | | | 5.0 |
| Lane Grp Cap (vph) | 752 | | | | | 791 |
| v/s Ratio Prot | c0.10 | | | | | c0.12 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.25 | | | | | 0.30 |
| Uniform Delay, d1 | 11.4 | | | | | 11.7 |
| Progression Factor | 1.00 | | | | | 0.11 |
| Incremental Delay, d2 | 0.8 | | | | | 0.9 |
| Delay (s) | 12.2 | | | | | 2.2 |
| Level of Service | B | | | | | A |
| Approach Delay (s/veh) | 12.2 | | 0.0 | | 2.2 | |
| Approach LOS | B | | A | | A | |

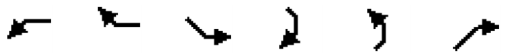
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 6.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.28 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 24.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 49 | 0 | 0 | 162 |
| Future Volume (vph) | 0 | 0 | 49 | 0 | 0 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Flt Permitted | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1644 |
| Link Speed (mph) | 30 | | 30 | | 30 | |
| Link Distance (ft) | 720 | | 202 | | 211 | |
| Travel Time (s) | 16.4 | | 4.6 | | 4.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 53 | 0 | 0 | 176 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 53 | 0 | 0 | 176 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Right |
| Median Width(ft) | 0 | | 12 | | 0 | |
| Link Offset(ft) | 0 | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 |
| Sign Control | Free | | Yield | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 29.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | WBL | WBR | SEL | SER | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 49 | 0 | 0 | 162 |
| Future Volume (Veh/h) | 0 | 0 | 49 | 0 | 0 | 162 |
| Sign Control | Free | | Yield | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 53 | 0 | 0 | 176 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 211 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 176 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 176 | 0 | 0 | |
| tC, single (s) | | | 6.4 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 3.5 | 3.3 | 2.2 | |
| p0 queue free % | | | 94 | 100 | 100 | |
| cM capacity (veh/h) | | | 818 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NE 1 |
|---|---|---|
| Volume Total | 53 | 176 |
| Volume Left | 53 | 0 |
| Volume Right | 0 | 0 |
| cSH | 818 | 1700 |
| Volume to Capacity | 0.06 | 0.10 |
| Queue Length 95th (ft) | 5 | 0 |
| Control Delay (s/veh) | 9.7 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s/veh) | 9.7 | 0.0 |
| Approach LOS | A | |

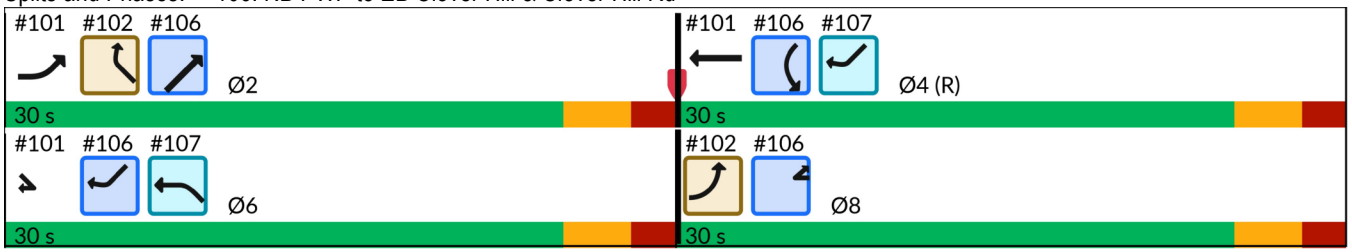
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 29.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 59 | 216 | 93 | 214 |
| Future Volume (vph) | 59 | 216 | 93 | 214 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | 0.850 |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1494 | 1900 | 1900 | 1583 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1494 | 1900 | 1900 | 1583 |
| Right Turn on Red | No | | | Yes |
| Satd. Flow (RTOR) | | | | 233 |
| Link Speed (mph) | | 25 | | |
| Link Distance (ft) | | 134 | | |
| Travel Time (s) | | 3.7 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 10% | 0% | 0% | 2% |
| Adj. Flow (vph) | 64 | 235 | 101 | 233 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 64 | 235 | 101 | 233 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | |
| Link Offset(ft) | | -6 | | |
| Crosswalk Width(ft) | | 16 | | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 9 |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 10.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Walk Time (s) | 7.0 | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | |
| Act Effct Green (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| v/c Ratio | 0.10 | 0.30 | 0.13 | 0.29 |
| Control Delay (s/veh) | 11.3 | 10.5 | 11.4 | 3.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |

| Lane Group | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Total Delay (s/veh) | 11.3 | 10.5 | 11.4 | 3.0 |
| LOS | B | B | B | A |
| Approach Delay (s/veh) | | 10.5 | | |
| Approach LOS | | B | | |
| Queue Length 50th (ft) | 13 | 48 | 22 | 0 |
| Queue Length 95th (ft) | 33 | 82 | 47 | 34 |
| Internal Link Dist (ft) | | 54 | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 622 | 791 | 791 | 795 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.30 | 0.13 | 0.29 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.31 | | | |
| Intersection Signal Delay (s/veh): 8.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 24.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 106: NB PWP to EB Clover Hill & Clover Hill Rd



| Movement | WBR | NET | SWL | SWR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | 59 | 216 | 93 | 214 |
| Future Volume (vph) | 59 | 216 | 93 | 214 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.87 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1494 | 1900 | 1900 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1494 | 1900 | 1900 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 64 | 235 | 101 | 233 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 136 |
| Lane Group Flow (vph) | 64 | 235 | 101 | 97 |
| Heavy Vehicles (%) | 10% | 0% | 0% | 2% |
| Turn Type | Prot | NA | Prot | Prot |
| Protected Phases | 8 | 2 | 4 | 6 |
| Permitted Phases | | | | |
| Actuated Green, G (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 |
| Clearance Time (s) | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 622 | 791 | 791 | 659 |
| v/s Ratio Prot | 0.04 | c0.12 | c0.05 | 0.06 |
| v/s Ratio Perm | | | | |
| v/c Ratio | 0.10 | 0.30 | 0.13 | 0.15 |
| Uniform Delay, d1 | 10.7 | 11.7 | 10.8 | 10.9 |
| Progression Factor | 1.00 | 0.80 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.9 | 0.3 | 0.5 |
| Delay (s) | 11.0 | 10.2 | 11.1 | 11.3 |
| Level of Service | B | B | B | B |
| Approach Delay (s/veh) | | 10.2 | | |
| Approach LOS | | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 10.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.21 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 24.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

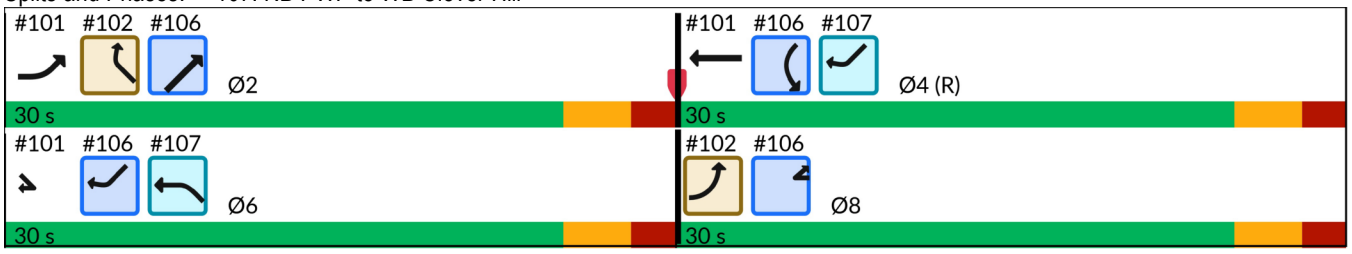
c Critical Lane Group

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 158 | 0 | 0 | 93 | | |
| Future Volume (vph) | 0 | 0 | 158 | 0 | 0 | 93 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Frt | | | | | | | | |
| Flt Protected | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Flt Permitted | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 1805 | 0 | 0 | 1900 | | |
| Right Turn on Red | | No | No | No | | No | | |
| Satd. Flow (RTOR) | | | | | | | | |
| Link Speed (mph) | 25 | | 25 | | 25 | | | |
| Link Distance (ft) | 390 | | 186 | | 73 | | | |
| Travel Time (s) | 10.6 | | 5.1 | | 2.0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 172 | 0 | 0 | 101 | | |
| Shared Lane Traffic (%) | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 172 | 0 | 0 | 101 | | |
| Enter Blocked Intersection | No | No | No | No | No | No | | |
| Lane Alignment | Left | Right | Left | Right | Left | Right | | |
| Median Width(ft) | 0 | | 12 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | 12 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Turning Speed (mph) | 15 | 9 | 15 | 9 | 15 | 9 | | |
| Turn Type | | | Prot | | | Prot | | |
| Protected Phases | | | 6 | | | 4 | 2 | 8 |
| Permitted Phases | | | | | | | | |
| Minimum Split (s) | | | 10.0 | | | 23.0 | 23.0 | 23.0 |
| Total Split (s) | | | 30.0 | | | 30.0 | 30.0 | 30.0 |
| Total Split (%) | | | 50.0% | | | 50.0% | 50% | 50% |
| Maximum Green (s) | | | 25.0 | | | 25.0 | 25.0 | 25.0 |
| Yellow Time (s) | | | 3.0 | | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Walk Time (s) | | | | | | 7.0 | | 7.0 |
| Flash Don't Walk (s) | | | | | | 11.0 | | 11.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | | 0 |
| Act Effct Green (s) | | | 25.0 | | | 25.0 | | |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 | | |
| v/c Ratio | | | 0.23 | | | 0.13 | | |
| Control Delay (s/veh) | | | 12.3 | | | 1.5 | | |
| Queue Delay | | | 0.0 | | | 0.0 | | |

| Lane Group | EBL | EBR | NWL | NWR | SWL | SWR | Ø2 | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Total Delay (s/veh) | | | 12.3 | | | 1.5 | | |
| LOS | | | B | | | A | | |
| Approach Delay (s/veh) | | | 12.3 | | 1.5 | | | |
| Approach LOS | | | B | | A | | | |
| Queue Length 50th (ft) | | | 38 | | | 1 | | |
| Queue Length 95th (ft) | | | 74 | | | 3 | | |
| Internal Link Dist (ft) | 310 | | 106 | | 1 | | | |
| Turn Bay Length (ft) | | | | | | | | |
| Base Capacity (vph) | | | 752 | | | 791 | | |
| Starvation Cap Reductn | | | 0 | | | 0 | | |
| Spillback Cap Reductn | | | 0 | | | 0 | | |
| Storage Cap Reductn | | | 0 | | | 0 | | |
| Reduced v/c Ratio | | | 0.23 | | | 0.13 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 4:WBT, Start of Green, Master Intersection | | | |
| Natural Cycle: 50 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.31 | | | |
| Intersection Signal Delay (s/veh): 8.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 25.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

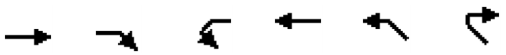
Splits and Phases: 107: NB PWP to WB Clover Hill



| Movement | EBL | EBR | NWL | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 158 | 0 | 0 | 93 |
| Future Volume (vph) | 0 | 0 | 158 | 0 | 0 | 93 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 5.0 | | | 5.0 |
| Lane Util. Factor | | | 1.00 | | | 1.00 |
| Frt | | | 1.00 | | | 1.00 |
| Flt Protected | | | 0.95 | | | 1.00 |
| Satd. Flow (prot) | | | 1805 | | | 1900 |
| Flt Permitted | | | 0.95 | | | 1.00 |
| Satd. Flow (perm) | | | 1805 | | | 1900 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 172 | 0 | 0 | 101 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 172 | 0 | 0 | 101 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | | | Prot | | | Prot |
| Protected Phases | | | 6 | | | 4 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.0 | | | 25.0 |
| Effective Green, g (s) | | | 25.0 | | | 25.0 |
| Actuated g/C Ratio | | | 0.42 | | | 0.42 |
| Clearance Time (s) | | | 5.0 | | | 5.0 |
| Lane Grp Cap (vph) | | | 752 | | | 791 |
| v/s Ratio Prot | | | c0.10 | | | c0.05 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.23 | | | 0.13 |
| Uniform Delay, d1 | | | 11.3 | | | 10.8 |
| Progression Factor | | | 1.00 | | | 0.11 |
| Incremental Delay, d2 | | | 0.7 | | | 0.3 |
| Delay (s) | | | 12.0 | | | 1.5 |
| Level of Service | | | B | | | A |
| Approach Delay (s/veh) | 0.0 | | 12.0 | | 1.5 | |
| Approach LOS | A | | B | | A | |

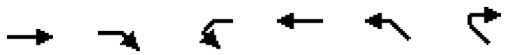
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 8.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.18 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 25.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 214 | 176 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 214 | 176 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1863 | 1805 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 548 | | | 316 | 253 | |
| Travel Time (s) | 12.5 | | | 7.2 | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 0% |
| Adj. Flow (vph) | 0 | 0 | 0 | 233 | 191 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 233 | 191 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Yield | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 35.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



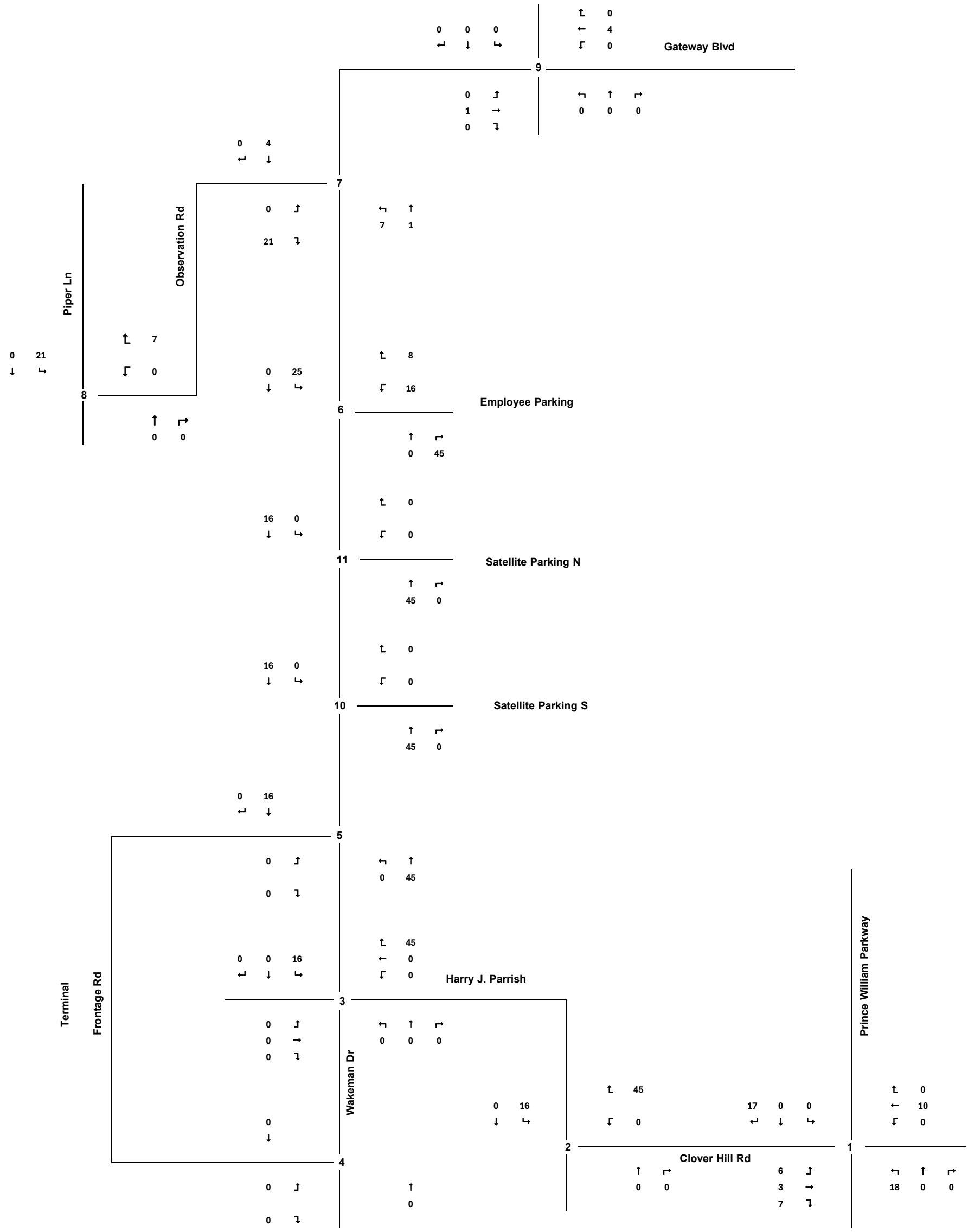
| Movement | EBT | EBR | WBL | WBT | NWL | NWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 214 | 176 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 0 | 214 | 176 | 0 |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 233 | 191 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 316 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 233 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 233 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 75 | 100 |
| cM capacity (veh/h) | | | 1636 | | 760 | 1091 |

| Direction, Lane # | WB 1 | NW 1 |
|---|---|---|
| Volume Total | 233 | 191 |
| Volume Left | 0 | 191 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 760 |
| Volume to Capacity | 0.14 | 0.25 |
| Queue Length 95th (ft) | 0 | 25 |
| Control Delay (s/veh) | 0.0 | 11.3 |
| Lane LOS | | B |
| Approach Delay (s/veh) | 0.0 | 11.3 |
| Approach LOS | | B |

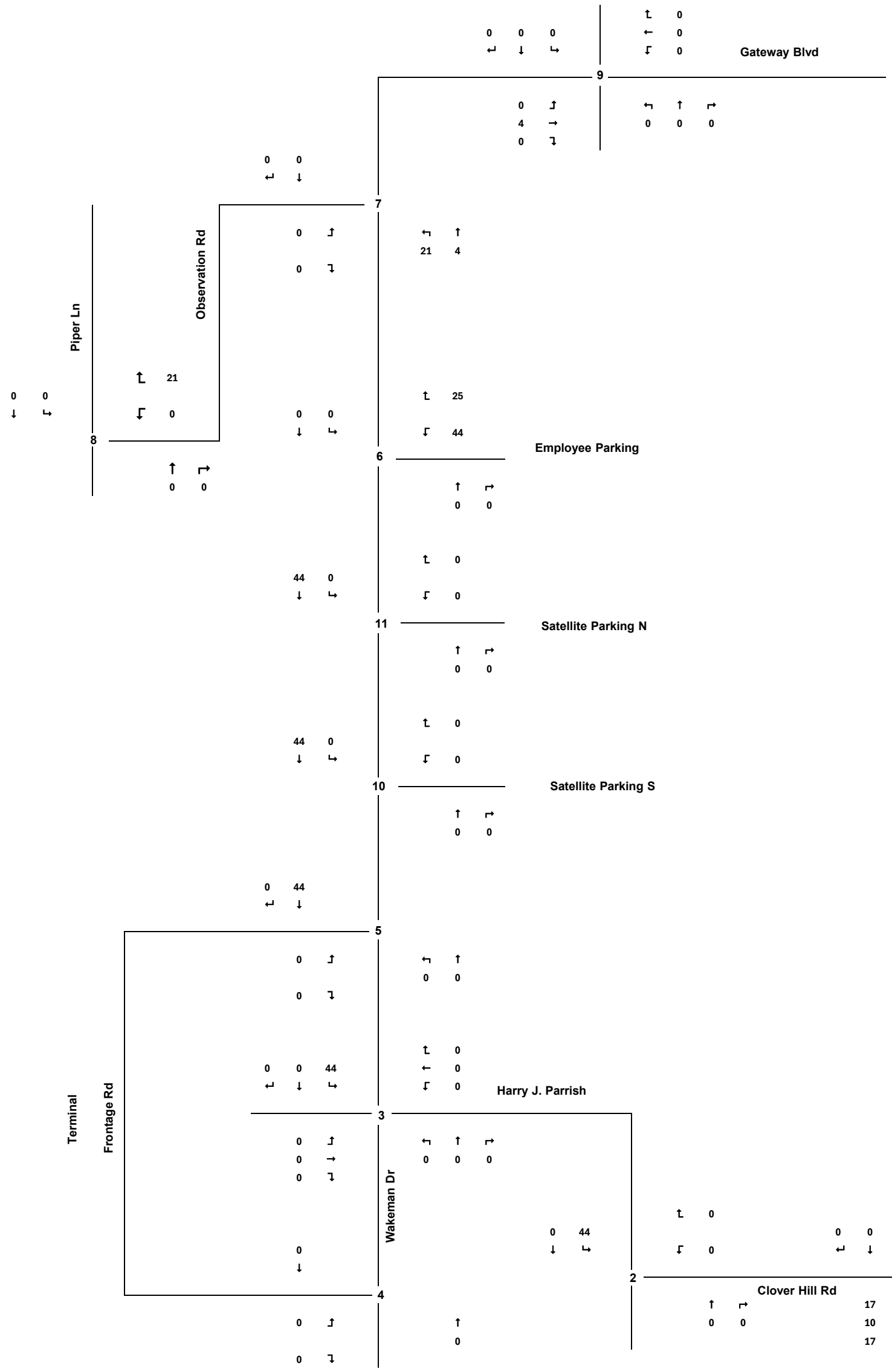
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.1 | | |
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# Appendix J – Alternative #1 Construction Analysis Back-up

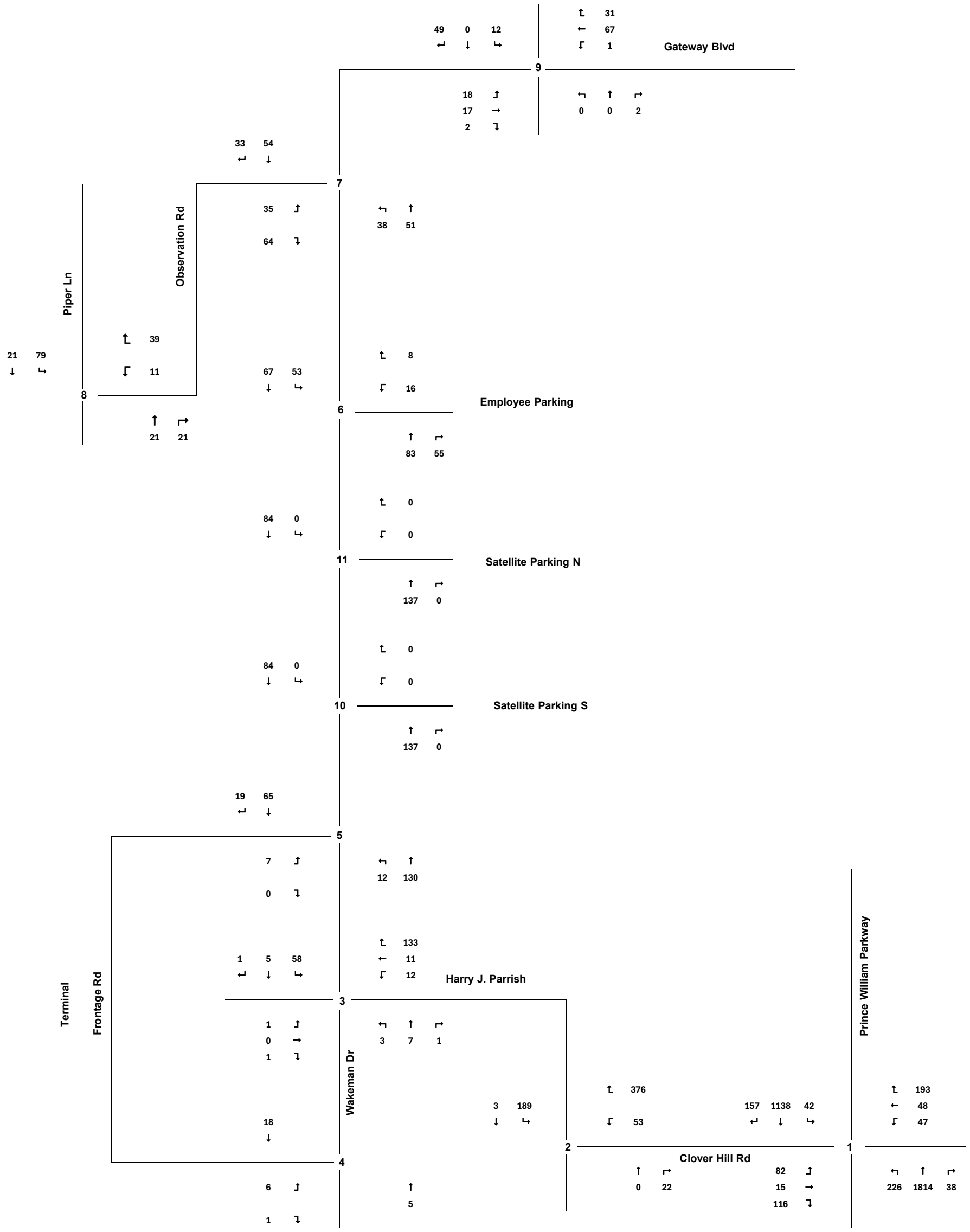
**Scenario:**
**2027 Alternative #1 Construction-Specific Weekday AM Peak Hour Increments**



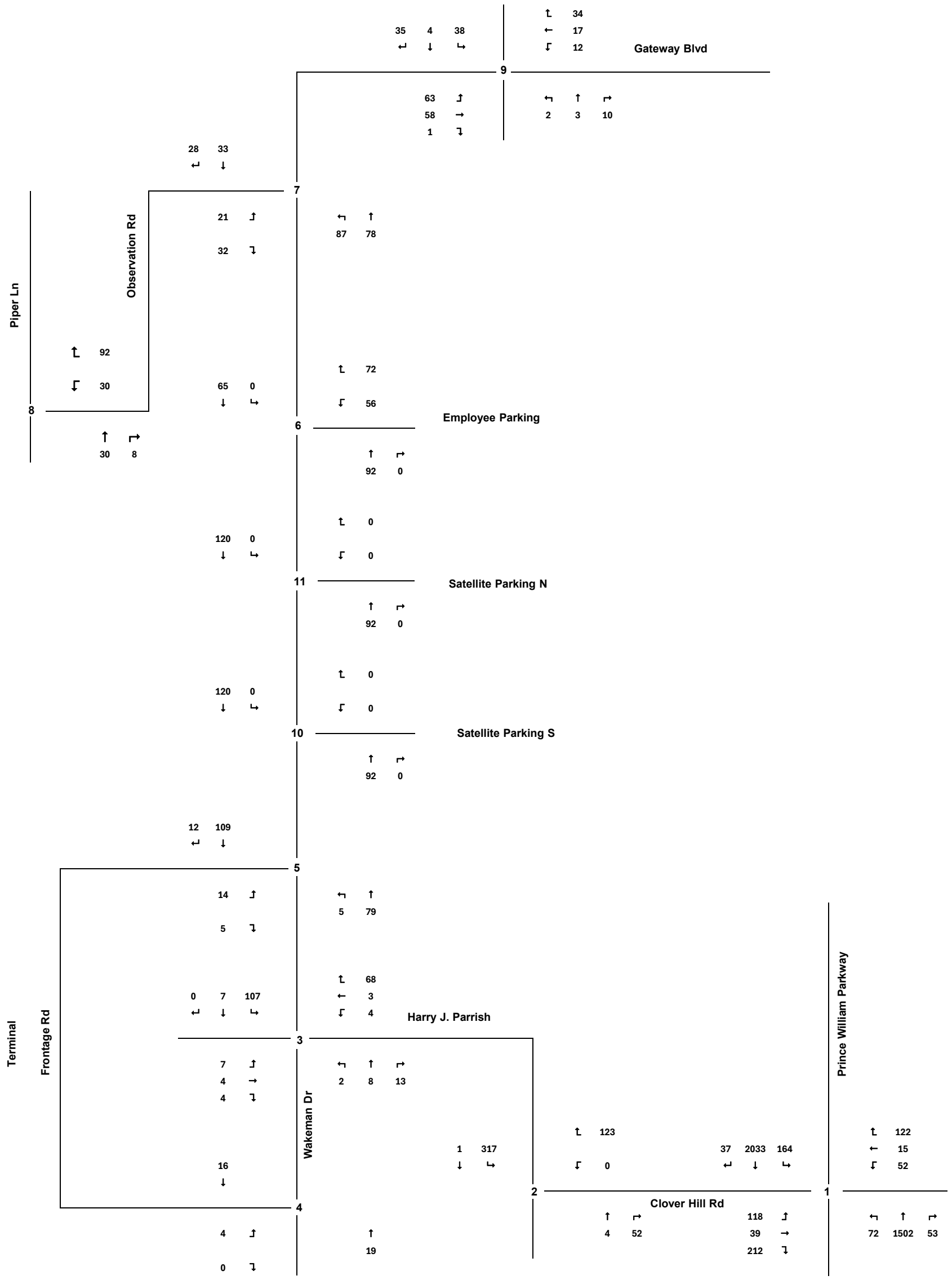
**Scenario:**
**2027 Alternative #1 Construction-Specific Weekday PM Peak Hour Increments**



**Scenario:**
**2027 Alternative #1 Construction Weekday AM Peak Hour Volumes**



**Scenario:**
**2027 Alternative #1 Construction Weekday PM Peak Hour Volumes**



**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**1. Prince William Parkway at Clover Hill Rd**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
| | | | LT | R | LT | R | L | T | R | L | T | R |
| 2024 Existing | 31.7 (C) | Lane Group | 97.3 | 57.9 | 64.5 | 59.3 | 76.3 | 27.6 | 0.0 | 81.9 | 22.5 | 0.1 |
| | | | (F) | (E) | (E) | (E) | (E) | (C) | (A) | (F) | (C) | (A) |
| | | Approach | 88.1 | | 60.9 | | 29.9 | | | 23.0 | | |
| | | | (F) | | (E) | | (C) | | | (C) | | |
| 2027 No Build | 33.1 (C) | Lane Group | 84.8 | 59.5 | 64.8 | 60.1 | 80.0 | 25.9 | 0.0 | 77.4 | 26.1 | 0.1 |
| | | | (F) | (E) | (E) | (E) | (F) | (C) | (A) | (E) | (C) | (A) |
| | | Approach | 70.8 | | 61.5 | | 30.9 | | | 25.0 | | |
| | | | (E) | | (E) | | (C) | | | (C) | | |
| ALT 1 2027 Construction | 35.1 (D) | Lane Group | 90.9 | 59.1 | 65.2 | 59.6 | 81.4 | 27.5 | 0.0 | 78.1 | 28.6 | 0.1 |
| | | | (F) | (E) | (E) | (E) | (F) | (C) | (A) | (E) | (C) | (A) |
| | | Approach | 73.5 | | 61.5 | | 32.9 | | | 26.8 | | |
| | | | (E) | | (E) | | (C) | | | (C) | | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LT | R | LT | R | L | T | R | L | T | R |
| Storage Length Available (ft) | | 1115 | 1115 | 1075 | 1075 | 470 | - | 355 | 470 | - | 280 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 144 | 0 | 160 | 28 | 183 | #1243 | 0 | 92 | 614 | 0 |
| | 2027 No Build | 180 | 62 | 165 | 80 | #408 | #1331 | 0 | 105 | 699 | 0 |
| | ALT 1 2027 Construction | 199 | 64 | 182 | 80 | #468 | #1341 | 0 | 105 | 702 | 0 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**2. Harry J. Parrish Blvd at Clover Hill Rd**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | Northwestbound | | Southwestbound | |
| | | | LT | T | R | L | R |
| 2024 Existing | 4.8 (A) | Lane Group | 11.4 | 0.0 | 8.5 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.4 | 8.5 | | 1.5 | |
| | | | (B) | (A) | | (A) | |
| 2027 No Build | 4.4 (A) | Lane Group | 11.2 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.2 | 8.4 | | 1.0 | |
| | | | (B) | (A) | | (A) | |
| ALT 1 2027 Construction | 4.3 (A) | Lane Group | 11.3 | 0.0 | 8.4 | 7.3 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 11.3 | 8.4 | | 0.9 | |
| | | | (B) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | | Southwestbound | |
|---|---|---|---|---|---|---|
| | | LT | T | R | L | R |
| Storage Length Available (ft) | | 1210 | 405 | 255 | 1115 | 1115 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 15 | 0 | 4 | 3 | 0 |
| | 2027 No Build | 24 | 0 | 2 | 3 | 0 |
| | ALT 1 2027 Construction | 27 | 0 | 2 | 3 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**3. Harry J. Parrish at Wakeman Drive**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | Westbound | Northbound | | Southbound | |
| | | | LTR | LTR | L | TR | L | TR |
| 2024 Existing | 6.5 (A) | Lane Group | 9.3 | 7.6 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 7.6 | 2.4 | | 5.1 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2027 No Build | 7.1 (A) | Lane Group | 9.1 | 7.9 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.1 | 7.9 | 2 | | 6.4 | 0.0 |
| | | | (A) | (A) | (A) | | (A) | |
| ALT 1 2027 Construction | 7.5 (A) | Lane Group | 93 | 8.3 | 7.2 | 0.0 | 7.3 | 0.0 |
| | | | (F) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 8.3 | 2.0 | | 6.0 | |
| | | | (A) | (A) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LTR | LTR | LTR | LTR |
| Storage Length Available (ft) | | 140 | 790 | 260 | 235 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 14 | 0 | 4 |
| | 2027 No Build | 0 | 10 | 0 | 3 |
| | ALT 1 2027 Construction | 0 | 15 | 0 | 3 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**4. Wakeman Drive at Frontage Rd Exit**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | Southbound |
| | | | L | R | T | T |
| 2024 Existing | 3.0 (A) | Lane Group | 8.8 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.7 | | - | - |
| | | | (A) | | - | - |
| 2027 No Build | 2.0 (A) | Lane Group | 8.6 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.6 | | - | - |
| | | | (A) | | - | - |
| ALT 1 2027 Construction | 2.0 (A) | Lane Group | 8.6 | 8.4 | - | - |
| | | | (A) | (A) | - | - |
| | | Approach | 8.6 | | - | - |
| | | | (A) | | - | - |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | Southbound |
|---|---|---|---|---|---|
| | | L | R | T | T |
| Storage Length Available (ft) | | 170 | 170 | 845 | 260 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 0 |
| | 2027 No Build | 1 | 0 | 0 | 0 |
| | ALT 1 2027 Construction | 1 | 0 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**5. Wakeman Drive at Frontage Road Entrance**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | Northbound | Southbound | |
| | | | LR | LT | T | R |
| 2024 Existing | 1.4 (A) | Lane Group | 10.0 | 1.2 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 10.0 | 1.2 | 0.0 | |
| | | | (B) | (A) | (A) | |
| 2027 No Build | 1.0 (A) | Lane Group | 9.8 | 1 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.8 | 1 | 0.0 | |
| | | | (A) | (A) | (A) | |
| ALT 1 2027 Construction | 0.8 (A) | Lane Group | 10.3 | 0.7 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) |
| | | Approach | 10.3 | 0.7 | 0.0 | |
| | | | (B) | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Northbound | Southbound | |
|---|---|---|---|---|---|
| | | LR | LT | T | R |
| Storage Length Available (ft) | | 150 | 235 | 875 | 165 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 2 | 1 | 0 | 0 |
| | 2027 No Build | 1 | 1 | 0 | 0 |
| | ALT 1 2027 Construction | 1 | 1 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**6. Wakeman Drive at Employee Lot**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | | Northwestbound | | Southwestbound |
| | | | L | T | T | R | LR |
| 2024 Existing | 1.1 (A) | Lane Group | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.1 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2027 No Build | 1.1 (A) | Lane Group | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 2.2 | | 0.0 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| ALT 1 2027 Construction | 2.3 (A) | Lane Group | 7.6 | 0.0 | 0.0 | 0.0 | 10.2 |
| | | | (A) | (A) | (A) | (A) | (B) |
| | | Approach | 3.4 | | 0.0 | | 10.2 |
| | | | (A) | | (A) | | (B) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | Southwestbound |
|---|---|---|---|---|
| | | LT | TR | LR |
| Storage Length Available (ft) | | 325 | 170 | 255 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 2 | 0 | 0 |
| | 2027 No Build | 2 | 0 | 0 |
| | ALT 1 2027 Construction | 3 | 0 | 3 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**7. Wakeman Drive at Observation Rd**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | | Southbound |
| | | | L | R | L | T | TR |
| 2024 Existing | 4.8 (A) | Lane Group | 11.0 | 8.9 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.1 | | 3.3 | | 0.0 |
| | | | (B) | | (A) | | (A) |
| 2027 No Build | 4.0 (A) | Lane Group | 10.0 | 8.8 | 7.5 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | | 2.9 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| ALT 1 2027 Construction | 4.4 (A) | Lane Group | 10.2 | 8.9 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.4 | | 3.2 | | 0.0 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | | Southbound |
|---|---|---|---|---|---|---|
| | | L | R | L | T | TR |
| Storage Length Available (ft) | | 105 | 865 | 145 | 620 | 240 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 10 | 5 | 3 | 0 | 0 |
| | 2027 No Build | 4 | 4 | 2 | 0 | 0 |
| | ALT 1 2027 Construction | 4 | 6 | 2 | 0 | 0 |

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**8. Observation Rd at Piper Ln**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Westbound | Northbound | Southbound | |
| | | | LR | TR | L | T |
| 2024 Existing | 3.0 (A) | Lane Group | 9.5 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | 0.0 | 3.3 | 3.3 |
| | | | (A) | (A) | (A) | (A) |
| 2027 No Build | 5.0 (A) | Lane Group | 9.0 | 0.0 | 7.5 | 7.5 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.0 | 0.0 | 5.5 | 5.5 |
| | | | (A) | (A) | (A) | (A) |
| ALT 1 2027 Construction | 5.4 (A) | Lane Group | 0.2 | 0.0 | 7.5 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.0 | 0.0 | 5.9 | |
| | | | (A) | (A) | (A) | |

*Note: Intersection configuration and location changed between 2024 Existing and 2027 No Build Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 1630 | 640 | 600 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 0 | 2 |
| | 2027 No Build | 4 | 0 | 3 |
| | ALT 1 2027 Construction | 5 | 0 | 4 |

*Note: Intersection configuration and location changed between 2024 Existing and 2027 No Build Conditions

**Measures of Effectiveness**
**AM Peak Hour (6:30-7:30 )**
**9. Gateway Blvd at Carolina Dr**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | Southbound | |
| | | | L | T | L | T | LTR | LT | R |
| 2024 Existing | 4.0 (A) | Lane Group | 7.6 | 0.0 | 7.3 | 0.0 | 8.4 | 10.0 | 9.0 |
| | | | (A) | (A) | (A) | (A) | (A) | (B) | (A) |
| | | Approach | 3.1 | | 0.2 | | 8.4 | 9.2 | |
| | | | (A) | | (A) | | (A) | (A) | |
| 2027 No Build | 3.6 (A) | Lane Group | 7.5 | 0.0 | 7.2 | 0.0 | 8.4 | 9.6 | 8.8 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 3.7 | | 0.1 | | 8.4 | 9.0 | |
| | | | (A) | | (A) | | (A) | (A) | |
| ALT 1 2027 Construction | 3.6 (A) | Lane Group | 7.5 | 0.0 | 7.2 | 0.0 | 8.4 | 9.7 | 8.8 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 3.7 | | 0.1 | | 8.4 | 9.0 | |
| | | | (A) | | (A) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LT | LT | LTR | TR |
| Storage Length Available (ft) | | 200 | 305 | 0 | 105 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 7 |
| | 2027 No Build | 1 | 0 | 0 | 4 |
| | ALT 1 2027 Construction | 1 | 0 | 0 | 4 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**1. Prince William Parkway at Clover Hill Rd**

**Signalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
| | | | LT | R | LT | R | L | T | R | L | T | R |
| 2024 Existing | 31.4 (C) | Lane Group | 78.3 | 61.2 | 71.0 | 61.3 | 75.8 | 24.8 | 0.1 | 73.6 | 25.6 | 0.0 |
| | | | (E) | (E) | (E) | (E) | (E) | (C) | (A) | (E) | (C) | (A) |
| | | Approach | 69.6 | | 65.0 | | 25.2 | | | 28.5 | | |
| | | | (E) | | (E) | | (C) | | | (C) | | |
| 2027 No Build | 48.0 (D) | Lane Group | 84.9 | 62.9 | 70.0 | 62.4 | 77.1 | 29.8 | 0.1 | 80.1 | 54.0 | 0.0 |
| | | | (F) | (E) | (E) | (E) | (E) | (C) | (A) | (F) | (D) | (A) |
| | | Approach | 71.7 | | 65.1 | | 31.0 | | | 55.0 | | |
| | | | (E) | | (E) | | (C) | | | (D) | | |
| ALT 1 2027 Construction | 52.9 (D) | Lane Group | 88.7 | 62.2 | 70.5 | 61.5 | 78.7 | 32.4 | 0.1 | 82.2 | 61.7 | 0.0 |
| | | | (F) | (E) | (E) | (E) | (E) | (C) | (A) | (F) | (E) | (A) |
| | | Approach | 73.4 | | 64.7 | | 33.4 | | | 62.2 | | |
| | | | (E) | | (E) | | (C) | | | (E) | | |

**95th Percentile Queues - Synchro Lanes, Volumes, Timings**

| Scenario | | Eastbound | | Westbound | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LT | R | LT | R | L | T | R | L | T | R |
| Storage Length Available (ft) | | 1115 | 1115 | 1075 | 1075 | 470 | - | 355 | 470 | - | 280 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 163 | 12 | 68 | 48 | 57 | 852 | 0 | 267 | #1306 | 0 |
| | 2027 No Build | 246 | 80 | 142 | 65 | 154 | 1015 | 0 | 291 | #1727 | 0 |
| | ALT 1 2027 Construction | 293 | 82 | 143 | 65 | 155 | 1038 | 0 | 295 | #1762 | 0 |

# indicates 95 percentile volume exceeds capacity, queue may be longer.

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**2. Harry J. Parrish Blvd at Clover Hill Rd**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | Northwestbound | | Southwestbound | |
| | | | LT | T | R | L | R |
| 2024 Existing | 6.5 (A) | Lane Group | 9.6 | 9.0 | 8.6 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | 8.6 | | 0.0 | |
| | | | (A) | (A) | | (A) | |
| 2027 No Build | 7.4 (A) | Lane Group | 10.4 | 9.0 | 8.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.4 | 8.6 | | 0.0 | |
| | | | (B) | (A) | | (A) | |
| ALT 1 2027 Construction | 7.9 (A) | Lane Group | 10.8 | 9.0 | 8.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.8 | 8.6 | | 0.0 | |
| | | | (B) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | | Southwestbound | |
|---|---|---|---|---|---|---|
| | | LT | T | R | L | R |
| Storage Length Available (ft) | | 1210 | 405 | 255 | 1115 | 1115 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 14 | 1 | 5 | 0 | 0 |
| | 2027 No Build | 33 | 0 | 4 | 0 | 0 |
| | ALT 1 2027 Construction | 41 | 0 | 4 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**3. Harry J. Parrish at Wakeman Drive**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | Westbound | Northbound | | Southbound | |
| | | | LTR | LTR | L | TR | L | TR |
| 2024 Existing | 6.9 (A) | Lane Group | 9.9 | 8.5 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.9 | 8.5 | 0.7 | | 6.4 | |
| | | | (A) | (A) | (A) | | (A) | |
| 2027 No Build | 6.8 (A) | Lane Group | 9.7 | 8.3 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (A) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | 8.3 | 0.6 | | 6.6 | |
| | | | (A) | (A) | (A) | | (A) | |
| ALT 1 2027 Construction | 7.0 (A) | Lane Group | 10.4 | 8.3 | 7.2 | 0.0 | 7.4 | 0 |
| | | | (B) | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 10.4 | 8.3 | 0.6 | | 7.0 | |
| | | | (B) | (A) | (A) | | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LTR | LTR | LTR | LTR |
| Storage Length Available (ft) | | 140 | 790 | 260 | 235 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 10 | 0 | 4 |
| | 2027 No Build | 2 | 6 | 0 | 3 |
| | ALT 1 2027 Construction | 2 | 7 | 0 | 6 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**4. Wakeman Drive at Frontage Rd Exit**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | Southbound |
| | | | L | R | T | T |
| 2024 Existing | 1.5 (A) | Lane Group | 8.8 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.8 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| 2027 No Build | 0.9 (A) | Lane Group | 8.7 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.7 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |
| ALT 1 2027 Construction | 0.9 (A) | Lane Group | 8.7 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 8.7 | | 0.0 | 0.0 |
| | | | (A) | | (A) | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | Southbound |
|---|---|---|---|---|---|
| | | L | R | T | T |
| Storage Length Available (ft) | | 170 | 170 | 845 | 260 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 1 | 0 | 0 | 0 |
| | 2027 No Build | 0 | 0 | 0 | 0 |
| | ALT 1 2027 Construction | 0 | 0 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**5. Wakeman Drive at Frontage Road Entrance**

**Unsignalized Delay - HCM 2000**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Eastbound | Northbound | Southbound | |
| | | | LR | LT | T | R |
| 2024 Existing | 1.7 (A) | Lane Group | 9.5 | 0.8 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | 0.8 | 0.0 | |
| | | | (A) | (A) | (A) | |
| 2027 No Build | 1.2 (A) | Lane Group | 9.3 | 0.4 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.3 | 0.4 | 0.0 | |
| | | | (A) | (A) | (A) | |
| ALT 1 2027 Construction | 1.0 (A) | Lane Group | 9.6 | 0.0 | 0.0 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.6 | 0.5 | 0.0 | |
| | | | (A) | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Northbound | Southbound | |
|---|---|---|---|---|---|
| | | LR | L | T | R |
| Storage Length Available (ft) | | 150 | 235 | 875 | 165 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 3 | 1 | 0 | 0 |
| | 2027 No Build | 2 | 0 | 0 | 0 |
| | ALT 1 2027 Construction | 2 | 0 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**6. Wakeman Drive at Employee Lot**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Southeastbound | | Northwestbound | | Southwestbound |
| | | | L | T | T | R | LR |
| 2024 Existing | 2.5 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.1 |
| | | | (A) | | (A) | | (A) |
| 2027 No Build | 2.5 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.2 |
| | | | (A) | | (A) | | (A) |
| ALT 1 2027 Construction | 4.4 (A) | Lane Group | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 |
| | | | (A) | (A) | (A) | (A) | (A) |
| | | Approach | 0.0 | | 0 | | 9.8 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Southeastbound | Northwestbound | Southwestbound |
|---|---|---|---|---|
| | | LT | TR | LR |
| Storage Length Available (ft) | | 325 | 170 | 255 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 0 | 0 | 5 |
| | 2027 No Build | 0 | 0 | 6 |
| | ALT 1 2027 Construction | 0 | 0 | 14 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**7. Wakeman Drive at Observation Rd**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Northbound | | Southbound |
| | | | L | R | L | T | TR |
| 2024 Existing | 4.2 (A) | Lane Group | 11.2 | 8.8 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 10.0 | | 3.6 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| 2027 No Build | 3.9 (A) | Lane Group | 10.7 | 8.7 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.5 | | 3.5 | | 0.0 |
| | | | (A) | | (A) | | (A) |
| ALT 1 2027 Construction | 4.1 (A) | Lane Group | 11.2 | 8.7 | 7.5 | 0.0 | 0.0 |
| | | | (B) | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | | 3.9 | | 0.0 |
| | | | (A) | | (A) | | (A) |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | | Northbound | | Southbound |
|---|---|---|---|---|---|---|
| | | L | R | L | T | TR |
| Storage Length Available (ft) | | 105 | 865 | 145 | 620 | 240 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 6 | 3 | 4 | 0 | 0 |
| | 2027 No Build | 3 | 3 | 4 | 0 | 0 |
| | ALT 1 2027 Construction | 3 | 3 | 5 | 0 | 0 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**8. Observation Rd at Piper Ln**

**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Westbound | Northbound | Southbound | |
| | | | LR | TR | L | T |
| 2024 Existing | 2.6 (A) | Lane Group | 9.7 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.7 | 0.0 | 2.0 | |
| | | | (A) | (A) | (A) | |
| 2027 No Build | 5.8 (A) | Lane Group | 9.2 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 0.0 | 3.6 | |
| | | | (A) | (A) | (A) | |
| ALT 1 2027 Construction | 6.1 (A) | Lane Group | 9.2 | 0.0 | 7.4 | 0.0 |
| | | | (A) | (A) | (A) | (A) |
| | | Approach | 9.2 | 0.0 | 3.6 | |
| | | | (A) | (A) | (A) | |

*Note: Intersection configuration and location changed between 2024 Existing and 2027 No Action Conditions

**95th Percentile Queues - HCM 2000**

| Scenario | | Westbound | Northbound | Southbound |
|---|---|---|---|---|
| | | LR | TR | LT |
| Storage Length Available (ft) | | 1630 | 640 | 600 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 4 | 0 | 2 |
| | 2027 No Build | 10 | 0 | 2 |
| | ALT 1 2027 Construction | 12 | 0 | 2 |

**Measures of Effectiveness**
**PM Peak Hour (3:15 PM - 4:15 PM)**
**9. Gateway Blvd at Carolina Dr**

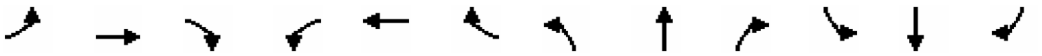
**Unsignalized Delay - HCM 6th Edition Two Way Stop Control**

| Scenario | Overall Delay (LOS) | Lane Group/ Approach | Delay (sec/veh) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | Westbound | | Northbound | Southbound | |
| | | | L | T | L | T | LTR | LT | R |
| 2024 Existing | 5.9 (A) | Lane Group | 7.4 | 0.0 | 7.6 | 0.0 | 10.1 | 11.8 | 8.7 |
| | | | (A) | (A) | (A) | (A) | (B) | (B) | (A) |
| | | Approach | 3.5 | | 1.7 | | 10.1 | 10.5 | |
| | | | (A) | | (A) | | (B) | (B) | |
| 2027 No Build | 5.4 (A) | Lane Group | 7.4 | 0.0 | 7.5 | 0.0 | 9.4 | 10.9 | 8.6 |
| | | | (A) | (A) | (A) | (A) | (A) | (B) | (A) |
| | | Approach | 4.0 | | 1.4 | | 9.4 | 9.9 | |
| | | | (A) | | (A) | | (A) | (A) | |
| ALT 1 2027 Construction | 5.3 (A) | Lane Group | 7.4 | 0.0 | 7.5 | 0.0 | 9.4 | 10.9 | 8.6 |
| | | | (A) | (A) | (A) | (A) | (A) | (B) | (A) |
| | | Approach | 3.8 | | 1.4 | | 9.4 | 9.9 | |
| | | | (A) | | (A) | | (A) | (A) | |

**95th Percentile Queues - HCM 2000**

| Scenario | | Eastbound | Westbound | Northbound | Southbound |
|---|---|---|---|---|---|
| | | LT | LT | LTR | TR |
| Storage Length Available (ft) | | 200 | 305 | 0 | 105 |
| 95th Percentile Queue Length (ft) | 2024 Existing | 3 | 1 | 4 | 10 |
| | 2027 No Build | 3 | 1 | 1 | 6 |
| | ALT 1 2027 Construction | 3 | 1 | 1 | 6 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 15 | 116 | 47 | 48 | 193 | 226 | 1814 | 38 | 42 | 1138 | 157 |
| Future Volume (vph) | 82 | 15 | 116 | 47 | 48 | 193 | 226 | 1814 | 38 | 42 | 1138 | 157 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.959 | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1354 | 1569 | 0 | 1794 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1553 |
| Flt Permitted | | 0.656 | | | 0.747 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 926 | 1569 | 0 | 1373 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 126 | | | 210 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 44% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 4% |
| Adj. Flow (vph) | 89 | 16 | 126 | 51 | 52 | 210 | 246 | 1972 | 41 | 46 | 1237 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 105 | 126 | 0 | 103 | 210 | 246 | 1972 | 41 | 46 | 1237 | 171 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



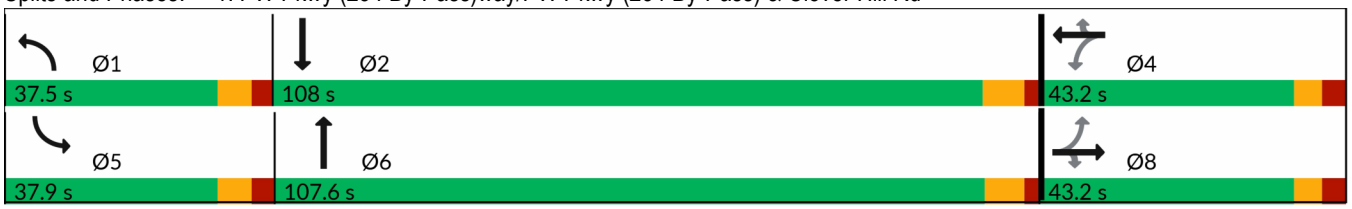
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 23.1 | 23.1 | | 23.1 | 23.1 | 26.9 | 104.0 | 157.7 | 11.2 | 84.8 | 157.7 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | 0.15 | 0.17 | 0.66 | 1.00 | 0.07 | 0.54 | 1.00 |
| v/c Ratio | | 0.78 | 0.37 | | 0.52 | 0.51 | 0.82 | 0.88 | 0.03 | 0.41 | 0.73 | 0.11 |
| Control Delay (s/veh) | | 101.7 | 12.4 | | 72.9 | 11.7 | 85.5 | 30.5 | 0.0 | 86.2 | 32.1 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 101.7 | 12.4 | | 72.9 | 11.7 | 85.5 | 30.5 | 0.0 | 86.2 | 32.1 | 0.1 |
| LOS | | F | B | | E | B | F | C | A | F | C | A |
| Approach Delay (s/veh) | | 53.0 | | | 31.8 | | | 35.9 | | | 30.1 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (ft) | | 105 | 0 | | 99 | 0 | 240 | 872 | 0 | 46 | 517 | 0 |
| Queue Length 95th (ft) | | 199 | 64 | | 182 | 80 | #468 | #1341 | 0 | 105 | 702 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 214 | 461 | | 318 | 529 | 342 | 2248 | 1470 | 303 | 2044 | 1553 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.49 | 0.27 | | 0.32 | 0.40 | 0.72 | 0.88 | 0.03 | 0.15 | 0.61 | 0.11 |

Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 157.7 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay (s/veh): 34.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 88.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 15 | 116 | 47 | 48 | 193 | 226 | 1814 | 38 | 42 | 1138 | 157 |
| Future Volume (vph) | 82 | 15 | 116 | 47 | 48 | 193 | 226 | 1814 | 38 | 42 | 1138 | 157 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1354 | 1569 | | 1793 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1553 |
| Flt Permitted | | 0.66 | 1.00 | | 0.75 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 926 | 1569 | | 1374 | 1584 | 1770 | 3408 | 1470 | 1570 | 3167 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 89 | 16 | 126 | 51 | 52 | 210 | 246 | 1972 | 41 | 46 | 1237 | 171 |
| RTOR Reduction (vph) | 0 | 0 | 108 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 105 | 18 | 0 | 103 | 30 | 246 | 1972 | 41 | 46 | 1237 | 171 |
| Heavy Vehicles (%) | 44% | 0% | 5% | 11% | 0% | 4% | 3% | 7% | 11% | 15% | 14% | 4% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 23.1 | 23.1 | | 23.1 | 23.1 | 26.9 | 104.0 | 159.3 | 9.5 | 86.7 | 159.3 |
| Effective Green, g (s) | | 23.1 | 23.1 | | 23.1 | 23.1 | 26.9 | 104.0 | 159.3 | 9.5 | 86.7 | 159.3 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | 0.15 | 0.17 | 0.65 | 1.00 | 0.06 | 0.54 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 134 | 227 | | 199 | 229 | 298 | 2224 | 1470 | 93 | 1723 | 1553 |
| v/s Ratio Prot | | | | | | | c0.14 | c0.58 | | 0.03 | 0.39 | |
| v/s Ratio Perm | | c0.11 | 0.01 | | 0.07 | 0.02 | | | 0.03 | | | 0.11 |
| v/c Ratio | | 0.78 | 0.08 | | 0.52 | 0.13 | 0.83 | 0.89 | 0.03 | 0.49 | 0.72 | 0.11 |
| Uniform Delay, d1 | | 65.7 | 58.9 | | 62.9 | 59.4 | 63.9 | 22.8 | 0.0 | 72.6 | 27.2 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 25.2 | 0.2 | | 2.3 | 0.3 | 17.5 | 4.7 | 0.0 | 5.5 | 1.5 | 0.1 |
| Delay (s) | | 90.9 | 59.1 | | 65.2 | 59.6 | 81.4 | 27.5 | 0.0 | 78.1 | 28.6 | 0.1 |
| Level of Service | | F | E | | E | E | F | C | A | E | C | A |
| Approach Delay (s/veh) | | 73.5 | | | 61.5 | | | 32.9 | | | 26.8 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 35.1 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.90 | | |
| Actuated Cycle Length (s) | 159.3 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 88.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 189 | 3 | 0 | 22 | 53 | 376 |
| Future Volume (vph) | 189 | 3 | 0 | 22 | 53 | 376 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1488 | 1900 | 1615 | 1805 | 1553 |
| Flt Permitted | | 0.953 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1488 | 1900 | 1615 | 1805 | 1553 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 22% | 0% | 0% | 0% | 0% | 4% |
| Adj. Flow (vph) | 205 | 3 | 0 | 24 | 58 | 409 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 208 | 0 | 24 | 58 | 409 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

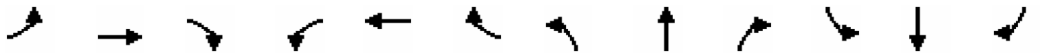
| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 189 | 3 | 0 | 22 | 53 | 376 |
| Future Volume (Veh/h) | 189 | 3 | 0 | 22 | 53 | 376 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 205 | 3 | 0 | 24 | 58 | 409 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 116 | 116 | 116 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 116 | 116 | 116 | 0 | 0 | |
| tC, single (s) | 7.3 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.7 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 74 | 100 | 100 | 98 | 96 | |
| cM capacity (veh/h) | 776 | 750 | 750 | 1091 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 208 | 0 | 24 | 58 | 409 |
| Volume Left | 205 | 0 | 0 | 58 | 0 |
| Volume Right | 0 | 0 | 24 | 0 | 409 |
| cSH | 776 | 1700 | 1091 | 1636 | 1700 |
| Volume to Capacity | 0.27 | 0.00 | 0.02 | 0.04 | 0.24 |
| Queue Length 95th (ft) | 27 | 0 | 2 | 3 | 0 |
| Control Delay (s/veh) | 11.3 | 0.0 | 8.4 | 7.3 | 0.0 |
| Lane LOS | B | A | A | A | |
| Approach Delay (s/veh) | 11.3 | 8.4 | | 0.9 | |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 26.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 0 | 1 | 12 | 11 | 133 | 3 | 7 | 1 | 58 | 5 | 1 |
| Future Volume (vph) | 1 | 0 | 1 | 12 | 11 | 133 | 3 | 7 | 1 | 58 | 5 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.932 | | | 0.885 | | | 0.989 | | | 0.998 | |
| Flt Protected | | 0.976 | | | 0.996 | | | 0.988 | | | 0.956 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1633 | 0 | 0 | 1857 | 0 | 0 | 1755 | 0 |
| Flt Permitted | | 0.976 | | | 0.996 | | | 0.988 | | | 0.956 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1633 | 0 | 0 | 1857 | 0 | 0 | 1755 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 2% | 20% | 0% |
| Adj. Flow (vph) | 1 | 0 | 1 | 13 | 12 | 145 | 3 | 8 | 1 | 63 | 5 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2 | 0 | 0 | 170 | 0 | 0 | 12 | 0 | 0 | 69 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 1 | 12 | 11 | 133 | 3 | 7 | 1 | 58 | 5 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 1 | 12 | 11 | 133 | 3 | 7 | 1 | 58 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 13 | 12 | 145 | 3 | 8 | 1 | 63 | 5 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 152 | 147 | 6 | 147 | 147 | 9 | 6 | | | 9 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 152 | 147 | 6 | 147 | 147 | 9 | 6 | | | 9 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 98 | 86 | 100 | | | 96 | | |
| cM capacity (veh/h) | 678 | 718 | 1083 | 799 | 718 | 1070 | 1628 | | | 1611 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 170 | 12 | 69 |
| Volume Left | 1 | 13 | 3 | 63 |
| Volume Right | 1 | 145 | 1 | 1 |
| cSH | 834 | 1009 | 1628 | 1611 |
| Volume to Capacity | 0.00* | 0.17 | 0.00* | 0.04 |
| Queue Length 95th (ft) | 0 | 15 | 0 | 3 |
| Control Delay (s/veh) | 9.3 | 9.3 | 1.8 | 6.7 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.3 | 9.3 | 1.8 | 6.7 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.2 | | |
| Intersection Capacity Utilization | 25.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 1 | 12 | 11 | 133 | 3 | 7 | 1 | 58 | 5 | 1 |
| Future Vol, veh/h | 1 | 0 | 1 | 12 | 11 | 133 | 3 | 7 | 1 | 58 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 20 | 0 |
| Mvmt Flow | 1 | 0 | 1 | 13 | 12 | 145 | 3 | 8 | 1 | 63 | 5 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 153 | 147 | 6 | 147 | 147 | 9 | 6 | 0 | 0 | 9 | 0 | 0 |
| Stage 1 | 132 | 132 | - | 15 | 15 | - | - | - | - | - | - | - |
| Stage 2 | 21 | 15 | - | 132 | 132 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.23 | 4.1 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.327 | 2.2 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 819 | 748 | 1083 | 826 | 748 | 1070 | 1628 | - | - | 1611 | - | - |
| Stage 1 | 876 | 791 | - | 1010 | 887 | - | - | - | - | - | - | - |
| Stage 2 | 1003 | 887 | - | 876 | 791 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 677 | 717 | 1083 | 800 | 717 | 1070 | 1628 | - | - | 1611 | - | - |
| Mov Cap-2 Maneuver | 677 | 717 | - | 800 | 717 | - | - | - | - | - | - | - |
| Stage 1 | 874 | 760 | - | 1008 | 885 | - | - | - | - | - | - | - |
| Stage 2 | 854 | 885 | - | 841 | 760 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 8.3 | 2 | 6.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1628 | - | - | 833 | 1255 | 1611 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.003 | 0.135 | 0.039 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 9.3 | 8.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0 | 0.5 | 0.1 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 1 | 0 | 5 | 18 | 0 |
| Future Volume (vph) | 6 | 1 | 0 | 5 | 18 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 1900 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1615 | 0 | 1900 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 6% | 0% |
| Adj. Flow (vph) | 7 | 1 | 0 | 5 | 20 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 7 | 1 | 0 | 5 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 1 | 0 | 5 | 18 | 0 |
| Future Volume (Veh/h) | 6 | 1 | 0 | 5 | 18 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 1 | 0 | 5 | 20 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | 20 | 20 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | 20 | 20 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 996 | 1064 | 1609 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 1 | 5 | 20 |
| Volume Left | 7 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 996 | 1064 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00* | 0.00* | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.6 | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.6 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1 | 0 | 5 | 18 | 0 |
| Future Vol, veh/h | 6 | 1 | 0 | 5 | 18 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 7 | 1 | 0 | 5 | 20 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 25 | 20 | - | 0 | - | 0 |
| Stage 1 | 20 | - | - | - | - | - |
| Stage 2 | 5 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 996 | 1064 | 0 | - | - | 0 |
| Stage 1 | 1008 | - | 0 | - | - | 0 |
| Stage 2 | 1023 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 996 | 1064 | - | - | - | - |
| Mov Cap-2 Maneuver | 996 | - | - | - | - | - |
| Stage 1 | 1008 | - | - | - | - | - |
| Stage 2 | 1023 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.6 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 996 | 1064 | - |
| HCM Lane V/C Ratio | - | 0.007 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | 8.6 | 8.4 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 0 | 12 | 130 | 65 | 19 |
| Future Volume (vph) | 7 | 0 | 12 | 130 | 65 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.996 | | |
| Satd. Flow (prot) | 1399 | 0 | 0 | 1846 | 1845 | 1538 |
| Flt Permitted | 0.950 | | | 0.996 | | |
| Satd. Flow (perm) | 1399 | 0 | 0 | 1846 | 1845 | 1538 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Heavy Vehicles (%) | 29% | 0% | 8% | 2% | 3% | 5% |
| Adj. Flow (vph) | 8 | 0 | 13 | 141 | 69 | 21 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 0 | 0 | 154 | 69 | 21 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 24.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 0 | 12 | 130 | 65 | 19 |
| Future Volume (Veh/h) | 7 | 0 | 12 | 130 | 65 | 19 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 13 | 141 | 69 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 236 | 69 | 90 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 236 | 69 | 90 | | | |
| tC, single (s) | 6.7 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.8 | 3.3 | 2.3 | | | |
| p0 queue free % | 99 | 100 | 99 | | | |
| cM capacity (veh/h) | 690 | 1000 | 1468 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 8 | 154 | 69 | 21 |
| Volume Left | 8 | 13 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 21 |
| cSH | 690 | 1468 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00* | 0.04 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s/veh) | 10.3 | 0.7 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s/veh) | 10.3 | 0.7 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 24.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 0 | 12 | 130 | 65 | 19 |
| Future Vol, veh/h | 7 | 0 | 12 | 130 | 65 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 94 | 92 |
| Heavy Vehicles, % | 29 | 0 | 8 | 2 | 3 | 5 |
| Mvmt Flow | 8 | 0 | 13 | 141 | 69 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 236 | 69 | 90 | 0 | - | 0 |
| Stage 1 | 69 | - | - | - | - | - |
| Stage 2 | 167 | - | - | - | - | - |
| Critical Hdwy | 6.69 | 6.2 | 4.18 | - | - | - |
| Critical Hdwy Stg 1 | 5.69 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.69 | - | - | - | - | - |
| Follow-up Hdwy | 3.761 | 3.3 | 2.272 | - | - | - |
| Pot Cap-1 Maneuver | 697 | 1000 | 1468 | - | - | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 801 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 690 | 1000 | 1468 | - | - | - |
| Mov Cap-2 Maneuver | 690 | - | - | - | - | - |
| Stage 1 | 881 | - | - | - | - | - |
| Stage 2 | 801 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.3 | 0.6 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1468 | - | 690 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.011 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 35 | 64 | 38 | 51 | 54 | 33 |
| Future Volume (vph) | 35 | 64 | 38 | 51 | 54 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.949 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1612 | 1615 | 1752 | 1827 | 1740 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1612 | 1615 | 1752 | 1827 | 1740 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 3% | 4% | 4% | 3% |
| Adj. Flow (vph) | 38 | 70 | 41 | 55 | 59 | 36 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 38 | 70 | 41 | 55 | 95 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 35 | 64 | 38 | 51 | 54 | 33 |
| Future Volume (Veh/h) | 35 | 64 | 38 | 51 | 54 | 33 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 70 | 41 | 55 | 59 | 36 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 214 | 77 | 95 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 214 | 77 | 95 | | | |
| tC, single (s) | 6.5 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 93 | 97 | | | |
| cM capacity (veh/h) | 732 | 990 | 1493 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 38 | 70 | 41 | 55 | 95 |
| Volume Left | 38 | 0 | 41 | 0 | 0 |
| Volume Right | 0 | 70 | 0 | 0 | 36 |
| cSH | 732 | 990 | 1493 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.07 | 0.03 | 0.03 | 0.06 |
| Queue Length 95th (ft) | 4 | 6 | 2 | 0 | 0 |
| Control Delay (s/veh) | 10.2 | 8.9 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.4 | | 3.2 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.4 | | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 64 | 38 | 51 | 54 | 33 |
| Future Vol, veh/h | 35 | 64 | 38 | 51 | 54 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 0 | 3 | 4 | 4 | 3 |
| Mvmt Flow | 38 | 70 | 41 | 55 | 59 | 36 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 214 | 77 | 95 | 0 | - | 0 |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 137 | - | - | - | - | - |
| Critical Hdwy | 6.52 | 6.2 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.3 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 752 | 990 | 1493 | - | - | - |
| Stage 1 | 921 | - | - | - | - | - |
| Stage 2 | 866 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 732 | 990 | 1493 | - | - | - |
| Mov Cap-2 Maneuver | 732 | - | - | - | - | - |
| Stage 1 | 896 | - | - | - | - | - |
| Stage 2 | 866 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 3.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1493 | - | 732 | 990 | - | - |
| HCM Lane V/C Ratio | 0.028 | - | 0.052 | 0.07 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 10.2 | 8.9 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.2 | 0.2 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 39 | 21 | 21 | 79 | 21 |
| Future Volume (vph) | 11 | 39 | 21 | 21 | 79 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.895 | | 0.932 | | | |
| Flt Protected | 0.989 | | | | | 0.962 |
| Satd. Flow (prot) | 1682 | 0 | 1771 | 0 | 0 | 1732 |
| Flt Permitted | 0.989 | | | | | 0.962 |
| Satd. Flow (perm) | 1682 | 0 | 1771 | 0 | 0 | 1732 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 7% | 0% |
| Adj. Flow (vph) | 12 | 42 | 23 | 23 | 86 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 54 | 0 | 46 | 0 | 0 | 109 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 11 | 39 | 21 | 21 | 79 | 21 |
| Future Volume (Veh/h) | 11 | 39 | 21 | 21 | 79 | 21 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 42 | 23 | 23 | 86 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 230 | 35 | | | 46 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 230 | 35 | | | 46 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 96 | | | 94 | |
| cM capacity (veh/h) | 720 | 1044 | | | 1530 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 54 | 46 | 109 |
| Volume Left | 12 | 0 | 86 |
| Volume Right | 42 | 23 | 0 |
| cSH | 949 | 1700 | 1530 |
| Volume to Capacity | 0.06 | 0.03 | 0.06 |
| Queue Length 95th (ft) | 5 | 0 | 4 |
| Control Delay (s/veh) | 9.0 | 0.0 | 6.0 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.0 | 0.0 | 6.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.5 | | |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 39 | 21 | 21 | 79 | 21 |
| Future Vol, veh/h | 11 | 39 | 21 | 21 | 79 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 7 | 0 |
| Mvmt Flow | 12 | 42 | 23 | 23 | 86 | 23 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 230 | 35 | 0 | 0 | 46 | 0 |
| Stage 1 | 35 | - | - | - | - | - |
| Stage 2 | 195 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 763 | 1044 | - | - | 1530 | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 843 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 720 | 1044 | - | - | 1530 | - |
| Mov Cap-2 Maneuver | 720 | - | - | - | - | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 795 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 0 | 5.9 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 950 | 1530 | - |
| HCM Lane V/C Ratio | - | - | 0.057 | 0.056 | - |
| HCM Ctrl Dly (s/v) | - | - | 9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0.2 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 53 | 67 | 83 | 55 | 16 | 8 |
| Future Volume (vph) | 53 | 67 | 83 | 55 | 16 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.946 | | 0.953 | |
| Flt Protected | | 0.978 | | | 0.968 | |
| Satd. Flow (prot) | 0 | 1828 | 1732 | 0 | 1687 | 0 |
| Flt Permitted | | 0.978 | | | 0.968 | |
| Satd. Flow (perm) | 0 | 1828 | 1732 | 0 | 1687 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 5% | 2% | 6% | 0% |
| Adj. Flow (vph) | 58 | 73 | 90 | 60 | 17 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 131 | 150 | 0 | 26 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 53 | 67 | 83 | 55 | 16 | 8 |
| Future Volume (Veh/h) | 53 | 67 | 83 | 55 | 16 | 8 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 58 | 73 | 90 | 60 | 17 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 150 | | | | 309 | 120 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 150 | | | | 309 | 120 |
| tC, single (s) | 4.1 | | | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.3 |
| p0 queue free % | 96 | | | | 97 | 99 |
| cM capacity (veh/h) | 1444 | | | | 648 | 937 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 131 | 150 | 26 |
| Volume Left | 58 | 0 | 17 |
| Volume Right | 0 | 60 | 9 |
| cSH | 1444 | 1700 | 725 |
| Volume to Capacity | 0.04 | 0.09 | 0.04 |
| Queue Length 95th (ft) | 3 | 0 | 3 |
| Control Delay (s/veh) | 3.5 | 0.0 | 10.1 |
| Lane LOS | A | | B |
| Approach Delay (s/veh) | 3.5 | 0.0 | 10.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.4 | |
| Intersection Capacity Utilization | | 27.5% | ICU Level of Service |
| Analysis Period (min) | | 15 | |

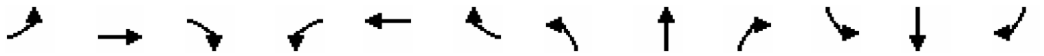
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 53 | 67 | 83 | 55 | 16 | 8 |
| Future Vol, veh/h | 53 | 67 | 83 | 55 | 16 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 2 | 6 | 0 |
| Mvmt Flow | 58 | 73 | 90 | 60 | 17 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 150 | 0 | - | 0 | 309 | 120 |
| Stage 1 | - | - | - | - | 120 | - |
| Stage 2 | - | - | - | - | 189 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.46 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.554 | 3.3 |
| Pot Cap-1 Maneuver | 1444 | - | - | - | 675 | 937 |
| Stage 1 | - | - | - | - | 895 | - |
| Stage 2 | - | - | - | - | 834 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1444 | - | - | - | 647 | 937 |
| Mov Cap-2 Maneuver | - | - | - | - | 647 | - |
| Stage 1 | - | - | - | - | 857 | - |
| Stage 2 | - | - | - | - | 834 | - |

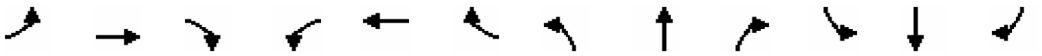
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.4 | 0 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1444 | - | 721 |
| HCM Lane V/C Ratio | - | - | 0.04 | - | 0.036 |
| HCM Ctrl Dly (s/v) | - | - | 7.6 | 0 | 10.2 |
| HCM Lane LOS | - | - | A | A | B |
| HCM 95th %tile Q (veh) | - | - | 0.1 | - | 0.1 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 17 | 2 | 1 | 67 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Volume (vph) | 18 | 17 | 2 | 1 | 67 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.952 | | | 0.865 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 3209 | 0 | 1805 | 3318 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | | | | 0.950 | |
| Satd. Flow (perm) | 1703 | 3209 | 0 | 1805 | 3318 | 0 | 0 | 1644 | 0 | 0 | 1656 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 6% | 12% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 9% | 0% | 6% |
| Adj. Flow (vph) | 20 | 18 | 2 | 1 | 73 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 20 | 20 | 0 | 1 | 107 | 0 | 0 | 2 | 0 | 0 | 13 | 53 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 21.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 17 | 2 | 1 | 67 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Volume (Veh/h) | 18 | 17 | 2 | 1 | 67 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 18 | 2 | 1 | 73 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 107 | | | 20 | | | 124 | 168 | 10 | 143 | 152 | 54 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 107 | | | 20 | | | 124 | 168 | 10 | 143 | 152 | 54 |
| tC, single (s) | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 95 |
| cM capacity (veh/h) | 1453 | | | 1609 | | | 789 | 718 | 1075 | 783 | 733 | 990 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 12 | 8 | 1 | 49 | 58 | 2 | 66 |
| Volume Left | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 13 |
| Volume Right | 0 | 0 | 2 | 0 | 0 | 34 | 2 | 53 |
| cSH | 1453 | 1700 | 1700 | 1609 | 1700 | 1700 | 1075 | 1232 |
| Volume to Capacity | 0.01 | 0.00* | 0.00* | 0.00* | 0.03 | 0.03 | 0.00* | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s/veh) | 7.5 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 8.4 | 9.0 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.8 | | | 0.1 | | | 8.4 | 9.0 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

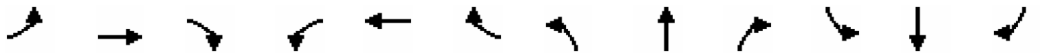
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 17 | 2 | 1 | 67 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Future Vol, veh/h | 18 | 17 | 2 | 1 | 67 | 31 | 0 | 0 | 2 | 12 | 0 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 12 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 6 |
| Mvmt Flow | 20 | 18 | 2 | 1 | 73 | 34 | 0 | 0 | 2 | 13 | 0 | 53 |

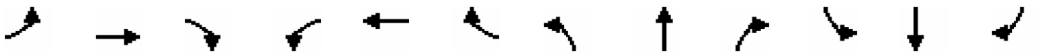
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 107 | 0 | 0 | 20 | 0 | 0 | 98 | 168 | 10 | 141 | 152 | 54 |
| Stage 1 | - | - | - | - | - | - | 59 | 59 | - | 92 | 92 | - |
| Stage 2 | - | - | - | - | - | - | 39 | 109 | - | 49 | 60 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.68 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.68 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.59 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1453 | - | - | 1609 | - | - | 879 | 728 | 1075 | 796 | 743 | 989 |
| Stage 1 | - | - | - | - | - | - | 951 | 850 | - | 885 | 823 | - |
| Stage 2 | - | - | - | - | - | - | 977 | 809 | - | 938 | 849 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1453 | - | - | 1609 | - | - | 823 | 717 | 1075 | 786 | 732 | 989 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 823 | 717 | - | 786 | 732 | - |
| Stage 1 | - | - | - | - | - | - | 938 | 838 | - | 873 | 822 | - |
| Stage 2 | - | - | - | - | - | - | 924 | 808 | - | 923 | 837 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.7 | 0.1 | 8.4 | 9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1075 | 1453 | - | - | 1609 | - | - | 786 | 989 |
| HCM Lane V/C Ratio | 0.002 | 0.013 | - | - | 0.001 | - | - | 0.017 | 0.054 |
| HCM Ctrl Dly (s/v) | 8.4 | 7.5 | - | - | 7.2 | - | - | 9.7 | 8.8 |
| HCM Lane LOS | A | A | - | - | A | - | - | A | A |
| HCM 95th %tile Q (veh) | 0 | 0 | - | - | 0 | - | - | 0.1 | 0.2 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 118 | 39 | 212 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 37 |
| Future Volume (vph) | 118 | 39 | 212 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 470 | | 280 | 470 | | 355 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.964 | | | 0.962 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1808 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1380 |
| Flt Permitted | | 0.732 | | | 0.467 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1377 | 1615 | 0 | 878 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1380 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 230 | | | 133 | | | 113 | | | 113 |
| Link Speed (mph) | | 25 | | | 25 | | | 55 | | | 55 | |
| Link Distance (ft) | | 1253 | | | 1187 | | | 3553 | | | 2951 | |
| Travel Time (s) | | 34.2 | | | 32.4 | | | 44.0 | | | 36.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 4% | 0% | 2% | 2% | 7% | 3% | 1% | 13% | 18% | 1% | 7% | 17% |
| Adj. Flow (vph) | 128 | 42 | 230 | 57 | 16 | 133 | 78 | 1565 | 58 | 173 | 2210 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 170 | 230 | 0 | 73 | 133 | 78 | 1565 | 58 | 173 | 2210 | 40 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 1 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 |
| Detector Template | | Thru | Right | | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | | 35 | 35 | | 35 | 35 | 35 | 406 | 46 | 35 | 406 | 46 |
| Trailing Detector (ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Position(ft) | | -5 | -5 | | -5 | -5 | -5 | 94 | 40 | -5 | 94 | 40 |
| Detector 1 Size(ft) | | 40 | 40 | | 40 | 40 | 40 | 6 | 6 | 40 | 6 | 6 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | | | | | 196 | | | 196 | |
| Detector 2 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 2 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 3 Position(ft) | | | | | | | | 298 | | | 298 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 3 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 3 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Detector 4 Position(ft) | | | | | | | | 400 | | | 400 | |
| Detector 4 Size(ft) | | | | | | | | 6 | | | 6 | |
| Detector 4 Type | | | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 4 Channel | | | | | | | | | | | | |
| Detector 4 Extend (s) | | | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 20.0 | | 7.0 | 20.0 | |
| Minimum Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 14.5 | 34.6 | | 14.9 | 34.9 | |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 43.2 | 37.5 | 107.6 | | 37.9 | 108.0 | |
| Total Split (%) | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 22.9% | 19.9% | 57.0% | | 20.1% | 57.2% | |
| Maximum Green (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 30.0 | 100.0 | | 30.0 | 100.1 | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 4.7 | 5.6 | | 4.9 | 5.9 | |
| All-Red Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 2.8 | 2.0 | | 3.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | | None | Min | |
| Walk Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 20.0 | | | 20.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 25.9 | 25.9 | | 25.9 | 25.9 | 13.9 | 97.9 | 169.1 | 22.4 | 106.5 | 169.1 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | 0.15 | 0.08 | 0.58 | 1.00 | 0.13 | 0.63 | 1.00 |
| v/c Ratio | | 0.81 | 0.52 | | 0.54 | 0.37 | 0.53 | 0.84 | 0.04 | 0.73 | 1.04 | 0.03 |
| Control Delay (s/veh) | | 97.6 | 11.3 | | 82.9 | 12.0 | 89.9 | 36.0 | 0.1 | 90.1 | 62.0 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 97.6 | 11.3 | | 82.9 | 12.0 | 89.9 | 36.0 | 0.1 | 90.1 | 62.0 | 0.0 |
| LOS | | F | B | | F | B | F | D | A | F | E | A |
| Approach Delay (s/veh) | | 47.9 | | | 37.1 | | | 37.3 | | | 62.9 | |
| Approach LOS | | D | | | D | | | D | | | E | |
| Queue Length 50th (ft) | | 188 | 0 | | 77 | 0 | 86 | 734 | 0 | 190 | ~1402 | 0 |
| Queue Length 95th (ft) | | 293 | 82 | | 143 | 65 | 155 | 1038 | 0 | 295 | #1762 | 0 |
| Internal Link Dist (ft) | | 1173 | | | 1107 | | | 3473 | | | 2871 | |
| Turn Bay Length (ft) | | | | | | | 470 | | 280 | 470 | | 355 |
| Base Capacity (vph) | | 295 | 527 | | 188 | 447 | 322 | 1924 | 1382 | 319 | 2125 | 1380 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.58 | 0.44 | | 0.39 | 0.30 | 0.24 | 0.81 | 0.04 | 0.54 | 1.04 | 0.03 |

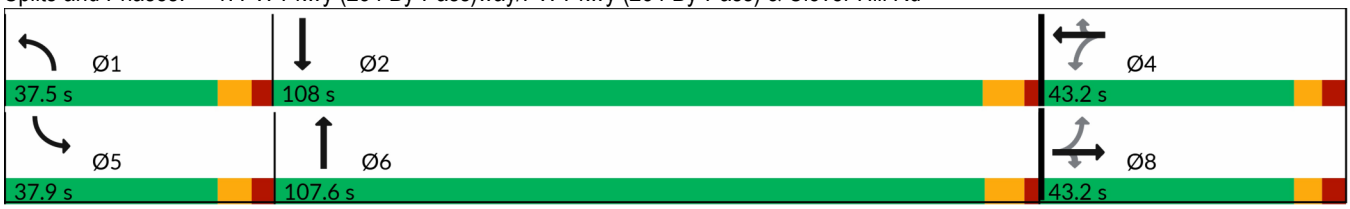
Intersection Summary

| | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 188.7 | | | |
| Actuated Cycle Length: 169.1 | | | |
| Natural Cycle: 145 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay (s/veh): 51.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 96.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: PW Pkwy (234 By-Pass)way/PW Pkwy (234 By-Pass) & Clover Hill Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 118 | 39 | 212 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 37 |
| Future Volume (vph) | 118 | 39 | 212 | 52 | 15 | 122 | 72 | 1502 | 53 | 164 | 2033 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | | -4% | | | -4% | | | -2% | | | 0% | |
| Total Lost time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | 4.0 | 7.9 | 7.9 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1813 | 1615 | | 1809 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1380 |
| Flt Permitted | | 0.73 | 1.00 | | 0.47 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1377 | 1615 | | 877 | 1599 | 1805 | 3227 | 1382 | 1787 | 3374 | 1380 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.95 | 0.92 | 0.92 |
| Adj. Flow (vph) | 128 | 42 | 230 | 57 | 16 | 133 | 78 | 1565 | 58 | 173 | 2210 | 40 |
| RTOR Reduction (vph) | 0 | 0 | 195 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 170 | 35 | 0 | 73 | 20 | 78 | 1565 | 58 | 173 | 2210 | 40 |
| Heavy Vehicles (%) | 4% | 0% | 2% | 2% | 7% | 3% | 1% | 13% | 18% | 1% | 7% | 17% |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Free | Prot | NA | Free |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | Free | | | Free |
| Actuated Green, G (s) | | 25.9 | 25.9 | | 25.9 | 25.9 | 13.9 | 97.9 | 168.9 | 22.4 | 106.5 | 168.9 |
| Effective Green, g (s) | | 25.9 | 25.9 | | 25.9 | 25.9 | 13.9 | 97.9 | 168.9 | 22.4 | 106.5 | 168.9 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | 0.15 | 0.08 | 0.58 | 1.00 | 0.13 | 0.63 | 1.00 |
| Clearance Time (s) | | 7.2 | 7.2 | | 7.2 | 7.2 | 7.5 | 7.6 | | 7.9 | 7.9 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 4.0 | 3.0 | | 4.0 | 3.0 | |
| Lane Grp Cap (vph) | | 211 | 247 | | 134 | 245 | 148 | 1870 | 1382 | 236 | 2127 | 1380 |
| v/s Ratio Prot | | | | | | | 0.04 | 0.49 | | c0.10 | c0.66 | |
| v/s Ratio Perm | | c0.12 | 0.02 | | 0.08 | 0.01 | | | 0.04 | | | 0.03 |
| v/c Ratio | | 0.81 | 0.14 | | 0.54 | 0.08 | 0.53 | 0.84 | 0.04 | 0.73 | 1.04 | 0.03 |
| Uniform Delay, d1 | | 69.1 | 61.9 | | 66.1 | 61.3 | 74.3 | 29.0 | 0.0 | 70.4 | 31.2 | 0.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 19.6 | 0.3 | | 4.5 | 0.1 | 4.4 | 3.4 | 0.1 | 11.9 | 30.5 | 0.0 |
| Delay (s) | | 88.7 | 62.2 | | 70.5 | 61.5 | 78.7 | 32.4 | 0.1 | 82.2 | 61.7 | 0.0 |
| Level of Service | | F | E | | E | E | E | C | A | F | E | A |
| Approach Delay (s/veh) | | 73.4 | | | 64.7 | | | 33.4 | | | 62.2 | |
| Approach LOS | | E | | | E | | | C | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 52.9 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.99 | | |
| Actuated Cycle Length (s) | 168.9 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 96.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 317 | 1 | 4 | 52 | 0 | 123 |
| Future Volume (vph) | 317 | 1 | 4 | 52 | 0 | 123 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.953 | | | | |
| Satd. Flow (prot) | 0 | 1775 | 1900 | 1524 | 1900 | 1509 |
| Flt Permitted | | 0.953 | | | | |
| Satd. Flow (perm) | 0 | 1775 | 1900 | 1524 | 1900 | 1509 |
| Link Speed (mph) | | 35 | 35 | | 25 | |
| Link Distance (ft) | | 4575 | 551 | | 1253 | |
| Travel Time (s) | | 89.1 | 10.7 | | 34.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 6% | 0% | 7% |
| Adj. Flow (vph) | 345 | 1 | 4 | 57 | 0 | 134 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 346 | 4 | 57 | 0 | 134 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Stop | Stop | | Free | |

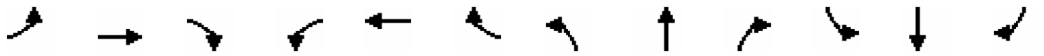
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 317 | 1 | 4 | 52 | 0 | 123 |
| Future Volume (Veh/h) | 317 | 1 | 4 | 52 | 0 | 123 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 345 | 1 | 4 | 57 | 0 | 134 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 1253 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | 0 | 0 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | 0 | 0 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.3 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.4 | 2.2 | |
| p0 queue free % | 64 | 100 | 100 | 95 | 100 | |
| cM capacity (veh/h) | 963 | 900 | 900 | 1073 | 1636 | |

| Direction, Lane # | SE 1 | NW 1 | NW 2 | SW 1 | SW 2 |
|---|---|---|---|---|---|
| Volume Total | 346 | 4 | 57 | 0 | 134 |
| Volume Left | 345 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 57 | 0 | 134 |
| cSH | 963 | 900 | 1073 | 1700 | 1700 |
| Volume to Capacity | 0.36 | 0.00* | 0.05 | 0.00 | 0.08 |
| Queue Length 95th (ft) | 41 | 0 | 4 | 0 | 0 |
| Control Delay (s/veh) | 10.8 | 9.0 | 8.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 10.8 | 8.6 | | 0.0 | |
| Approach LOS | B | A | | | |

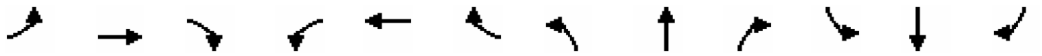
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.9 | | |
| Intersection Capacity Utilization | 27.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 107 | 7 | 0 |
| Future Volume (vph) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 107 | 7 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.966 | | | 0.877 | | | 0.924 | | | | |
| Flt Protected | | 0.976 | | | 0.998 | | | 0.996 | | | 0.955 | |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1577 | 0 | 0 | 1674 | 0 | 0 | 1766 | 0 |
| Flt Permitted | | 0.976 | | | 0.998 | | | 0.996 | | | 0.955 | |
| Satd. Flow (perm) | 0 | 1791 | 0 | 0 | 1577 | 0 | 0 | 1674 | 0 | 0 | 1766 | 0 |
| Link Speed (mph) | | 20 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 296 | | | 4575 | | | 313 | | | 332 | |
| Travel Time (s) | | 10.1 | | | 89.1 | | | 6.1 | | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 8% | 2% | 14% | 0% |
| Adj. Flow (vph) | 8 | 4 | 4 | 4 | 3 | 74 | 2 | 9 | 14 | 116 | 8 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 16 | 0 | 0 | 81 | 0 | 0 | 25 | 0 | 0 | 124 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 24.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 107 | 7 | 0 |
| Future Volume (Veh/h) | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 107 | 7 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 4 | 4 | 4 | 3 | 74 | 2 | 9 | 14 | 116 | 8 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 262 | 267 | 8 | 266 | 260 | 16 | 8 | | | 23 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 262 | 267 | 8 | 266 | 260 | 16 | 8 | | | 23 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 99 | 100 | 93 | 100 | | | 93 | | |
| cM capacity (veh/h) | 608 | 595 | 1080 | 646 | 600 | 1052 | 1625 | | | 1592 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 81 | 25 | 124 |
| Volume Left | 8 | 4 | 2 | 116 |
| Volume Right | 4 | 74 | 14 | 0 |
| cSH | 678 | 993 | 1625 | 1592 |
| Volume to Capacity | 0.02 | 0.08 | 0.00* | 0.07 |
| Queue Length 95th (ft) | 2 | 7 | 0 | 6 |
| Control Delay (s/veh) | 10.4 | 8.9 | 0.6 | 7.0 |
| Lane LOS | B | A | A | A |
| Approach Delay (s/veh) | 10.4 | 8.9 | 0.6 | 7.0 |
| Approach LOS | B | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.2 | | | |
| Intersection Capacity Utilization | 24.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 107 | 7 | 0 |
| Future Vol, veh/h | 7 | 4 | 4 | 4 | 3 | 68 | 2 | 8 | 13 | 107 | 7 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | Yield | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 | 2 | 14 | 0 |
| Mvmt Flow | 8 | 4 | 4 | 4 | 3 | 74 | 2 | 9 | 14 | 116 | 8 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 262 | 267 | 8 | 264 | 260 | 16 | 8 | 0 | 0 | 23 | 0 | 0 |
| Stage 1 | 240 | 240 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 27 | - | 244 | 240 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.26 | 4.1 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.354 | 2.2 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 695 | 642 | 1080 | 693 | 648 | 1052 | 1625 | - | - | 1592 | - | - |
| Stage 1 | 768 | 711 | - | 1004 | 883 | - | - | - | - | - | - | - |
| Stage 2 | 1002 | 877 | - | 764 | 711 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 607 | 594 | 1080 | 647 | 600 | 1052 | 1625 | - | - | 1592 | - | - |
| Mov Cap-2 Maneuver | 607 | 594 | - | 647 | 600 | - | - | - | - | - | - | - |
| Stage 1 | 767 | 659 | - | 1003 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 927 | 876 | - | 701 | 659 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.4 | 8.3 | 0.6 | 7 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1625 | - | - | 683 | 1160 | 1592 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.024 | 0.07 | 0.073 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 10.4 | 8.3 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0.2 | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 0 | 19 | 16 | 0 |
| Future Volume (vph) | 4 | 0 | 0 | 19 | 16 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1805 | 1900 | 0 | 1810 | 1792 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1805 | 1900 | 0 | 1810 | 1792 | 0 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 393 | | | 735 | 313 | |
| Travel Time (s) | 13.4 | | | 14.3 | 6.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 6% | 0% |
| Adj. Flow (vph) | 4 | 0 | 0 | 21 | 17 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 0 | 0 | 21 | 17 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 0 | 19 | 16 | 0 |
| Future Volume (Veh/h) | 4 | 0 | 0 | 19 | 16 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 0 | 21 | 17 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | 17 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | 17 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 979 | 1068 | 1613 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 4 | 0 | 21 | 17 |
| Volume Left | 4 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 979 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00* | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s/veh) | 8.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 8.7 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 0 | 19 | 16 | 0 |
| Future Vol, veh/h | 4 | 0 | 0 | 19 | 16 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 6 | 0 |
| Mvmt Flow | 4 | 0 | 0 | 21 | 17 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 38 | 17 | - | 0 | - | 0 |
| Stage 1 | 17 | - | - | - | - | - |
| Stage 2 | 21 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 979 | 1068 | 0 | - | - | 0 |
| Stage 1 | 1011 | - | 0 | - | - | 0 |
| Stage 2 | 1007 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 979 | 1068 | - | - | - | - |
| Mov Cap-2 Maneuver | 979 | - | - | - | - | - |
| Stage 1 | 1011 | - | - | - | - | - |
| Stage 2 | 1007 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | 979 | - | - |
| HCM Lane V/C Ratio | - | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | - | 8.7 | 0 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | 0 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 5 | 5 | 79 | 109 | 12 |
| Future Volume (vph) | 14 | 5 | 5 | 79 | 109 | 12 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | | | 165 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.966 | | | | | 0.850 |
| Flt Protected | 0.964 | | | 0.997 | | |
| Satd. Flow (prot) | 1769 | 0 | 0 | 1806 | 1845 | 1615 |
| Flt Permitted | 0.964 | | | 0.997 | | |
| Satd. Flow (perm) | 1769 | 0 | 0 | 1806 | 1845 | 1615 |
| Link Speed (mph) | 20 | | | 35 | 35 | |
| Link Distance (ft) | 189 | | | 332 | 652 | |
| Travel Time (s) | 6.4 | | | 6.5 | 12.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 20% | 4% | 3% | 0% |
| Adj. Flow (vph) | 15 | 5 | 5 | 86 | 118 | 13 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 0 | 0 | 91 | 118 | 13 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 14 | 5 | 5 | 79 | 109 | 12 |
| Future Volume (Veh/h) | 14 | 5 | 5 | 79 | 109 | 12 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 5 | 5 | 86 | 118 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 214 | 118 | 131 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 214 | 118 | 131 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.4 | | | |
| p0 queue free % | 98 | 99 | 100 | | | |
| cM capacity (veh/h) | 776 | 939 | 1350 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 20 | 91 | 118 | 13 |
| Volume Left | 15 | 5 | 0 | 0 |
| Volume Right | 5 | 0 | 0 | 13 |
| cSH | 811 | 1350 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.00* | 0.07 | 0.00* |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s/veh) | 9.6 | 0.5 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s/veh) | 9.6 | 0.5 | 0.0 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 5 | 5 | 79 | 109 | 12 |
| Future Vol, veh/h | 14 | 5 | 5 | 79 | 109 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 165 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 20 | 4 | 3 | 0 |
| Mvmt Flow | 15 | 5 | 5 | 86 | 118 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 214 | 118 | 131 | 0 | - | 0 |
| Stage 1 | 118 | - | - | - | - | - |
| Stage 2 | 96 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.3 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.38 | - | - | - |
| Pot Cap-1 Maneuver | 779 | 939 | 1350 | - | - | - |
| Stage 1 | 912 | - | - | - | - | - |
| Stage 2 | 933 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 776 | 939 | 1350 | - | - | - |
| Mov Cap-2 Maneuver | 776 | - | - | - | - | - |
| Stage 1 | 908 | - | - | - | - | - |
| Stage 2 | 933 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1350 | - | 813 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.025 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.1 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 32 | 87 | 78 | 33 | 28 |
| Future Volume (vph) | 21 | 32 | 87 | 78 | 33 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 105 | 0 | 145 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.939 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1583 | 1524 | 1787 | 1845 | 1625 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1583 | 1524 | 1787 | 1845 | 1625 | 0 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 671 | | | 989 | 700 | |
| Travel Time (s) | 13.1 | | | 19.3 | 13.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 14% | 6% | 1% | 3% | 3% | 18% |
| Adj. Flow (vph) | 23 | 35 | 95 | 85 | 36 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 23 | 35 | 95 | 85 | 66 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 32 | 87 | 78 | 33 | 28 |
| Future Volume (Veh/h) | 21 | 32 | 87 | 78 | 33 | 28 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 35 | 95 | 85 | 36 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 326 | 51 | 66 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 326 | 51 | 66 | | | |
| tC, single (s) | 6.5 | 6.3 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.2 | | | |
| p0 queue free % | 96 | 97 | 94 | | | |
| cM capacity (veh/h) | 605 | 1006 | 1542 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 23 | 35 | 95 | 85 | 66 |
| Volume Left | 23 | 0 | 95 | 0 | 0 |
| Volume Right | 0 | 35 | 0 | 0 | 30 |
| cSH | 605 | 1006 | 1542 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.03 | 0.06 | 0.05 | 0.04 |
| Queue Length 95th (ft) | 3 | 3 | 5 | 0 | 0 |
| Control Delay (s/veh) | 11.2 | 8.7 | 7.5 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s/veh) | 9.7 | | 4.0 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 32 | 87 | 78 | 33 | 28 |
| Future Vol, veh/h | 21 | 32 | 87 | 78 | 33 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 105 | 0 | 145 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 14 | 6 | 1 | 3 | 3 | 18 |
| Mvmt Flow | 23 | 35 | 95 | 85 | 36 | 30 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 326 | 51 | 66 | 0 | - | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 275 | - | - | - | - | - |
| Critical Hdwy | 6.54 | 6.26 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.626 | 3.354 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 644 | 1006 | 1542 | - | - | - |
| Stage 1 | 942 | - | - | - | - | - |
| Stage 2 | 744 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 604 | 1006 | 1542 | - | - | - |
| Mov Cap-2 Maneuver | 604 | - | - | - | - | - |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 744 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 3.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1542 | - | 604 | 1006 | - | - |
| HCM Lane V/C Ratio | 0.061 | - | 0.038 | 0.035 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | - | 11.2 | 8.7 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.1 | 0.1 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 92 | 30 | 8 | 28 | 30 |
| Future Volume (vph) | 30 | 92 | 30 | 8 | 28 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.898 | | 0.971 | | | |
| Flt Protected | 0.988 | | | | | 0.977 |
| Satd. Flow (prot) | 1649 | 0 | 1845 | 0 | 0 | 1764 |
| Flt Permitted | 0.988 | | | | | 0.977 |
| Satd. Flow (perm) | 1649 | 0 | 1845 | 0 | 0 | 1764 |
| Link Speed (mph) | 35 | | 25 | | | 25 |
| Link Distance (ft) | 2530 | | 410 | | | 1111 |
| Travel Time (s) | 49.3 | | 11.2 | | | 30.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 3% | 0% | 0% | 11% | 0% |
| Adj. Flow (vph) | 33 | 100 | 33 | 9 | 30 | 33 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 133 | 0 | 42 | 0 | 0 | 63 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 30 | 92 | 30 | 8 | 28 | 30 |
| Future Volume (Veh/h) | 30 | 92 | 30 | 8 | 28 | 30 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 100 | 33 | 9 | 30 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 131 | 38 | | | 42 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 131 | 38 | | | 42 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 96 | 90 | | | 98 | |
| cM capacity (veh/h) | 851 | 1032 | | | 1511 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 133 | 42 | 63 |
| Volume Left | 33 | 0 | 30 |
| Volume Right | 100 | 9 | 0 |
| cSH | 980 | 1700 | 1511 |
| Volume to Capacity | 0.14 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 12 | 0 | 2 |
| Control Delay (s/veh) | 9.2 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s/veh) | 9.2 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 23.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 92 | 30 | 8 | 28 | 30 |
| Future Vol, veh/h | 30 | 92 | 30 | 8 | 28 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 11 | 0 |
| Mvmt Flow | 33 | 100 | 33 | 9 | 30 | 33 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 131 | 38 | 0 | 0 | 42 | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 93 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.23 | - | - | 4.21 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.327 | - | - | 2.299 | - |
| Pot Cap-1 Maneuver | 868 | 1031 | - | - | 1511 | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 936 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 851 | 1031 | - | - | 1511 | - |
| Mov Cap-2 Maneuver | 851 | - | - | - | - | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.2 | 0 | 3.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 980 | 1511 | - |
| HCM Lane V/C Ratio | - | - | 0.135 | 0.02 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.2 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.5 | 0.1 | - |

| Lane Group | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 65 | 92 | 0 | 56 | 72 |
| Future Volume (vph) | 0 | 65 | 92 | 0 | 56 | 72 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.924 | |
| Flt Protected | | | | | 0.979 | |
| Satd. Flow (prot) | 0 | 1810 | 1845 | 0 | 1719 | 0 |
| Flt Permitted | | | | | 0.979 | |
| Satd. Flow (perm) | 0 | 1810 | 1845 | 0 | 1719 | 0 |
| Link Speed (mph) | | 35 | 35 | | 20 | |
| Link Distance (ft) | | 989 | 681 | | 412 | |
| Travel Time (s) | | 19.3 | 13.3 | | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 5% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 71 | 100 | 0 | 61 | 78 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 71 | 100 | 0 | 139 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 65 | 92 | 0 | 56 | 72 |
| Future Volume (Veh/h) | 0 | 65 | 92 | 0 | 56 | 72 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 71 | 100 | 0 | 61 | 78 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 100 | | | | 171 | 100 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 100 | | | | 171 | 100 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 93 | 92 |
| cM capacity (veh/h) | 1505 | | | | 824 | 961 |

| Direction, Lane # | SE 1 | NW 1 | SW 1 |
|---|---|---|---|
| Volume Total | 71 | 100 | 139 |
| Volume Left | 0 | 0 | 61 |
| Volume Right | 0 | 0 | 78 |
| cSH | 1505 | 1700 | 896 |
| Volume to Capacity | 0.00 | 0.06 | 0.16 |
| Queue Length 95th (ft) | 0 | 0 | 14 |
| Control Delay (s/veh) | 0.0 | 0.0 | 9.8 |
| Lane LOS | | | A |
| Approach Delay (s/veh) | 0.0 | 0.0 | 9.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.4 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

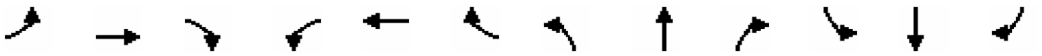
| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 65 | 92 | 0 | 56 | 72 |
| Future Vol, veh/h | 0 | 65 | 92 | 0 | 56 | 72 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 5 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 71 | 100 | 0 | 61 | 78 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 100 | 0 | - | 0 | 171 | 100 |
| Stage 1 | - | - | - | - | 100 | - |
| Stage 2 | - | - | - | - | 71 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1505 | - | - | - | 824 | 961 |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 957 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1505 | - | - | - | 824 | 961 |
| Mov Cap-2 Maneuver | - | - | - | - | 824 | - |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 957 | - |

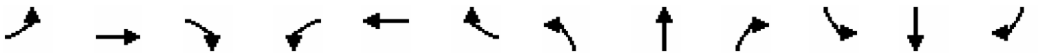
| Approach | SE | NW | SW |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NWT | NWR | SEL | SET | SWLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1505 | - | 896 |
| HCM Lane V/C Ratio | - | - | - | - | 0.155 |
| HCM Ctrl Dly (s/v) | - | - | 0 | - | 9.8 |
| HCM Lane LOS | - | - | A | - | A |
| HCM 95th %tile Q (veh) | - | - | 0 | - | 0.5 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 63 | 58 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Volume (vph) | 63 | 58 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 305 | | 0 | 0 | | 0 | 0 | | 105 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 95 | | | 105 | | | 0 | | | 0 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.899 | | | 0.907 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.994 | | | 0.956 | |
| Satd. Flow (prot) | 1805 | 3371 | 0 | 1530 | 3123 | 0 | 0 | 1593 | 0 | 0 | 1722 | 1524 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.994 | | | 0.956 | |
| Satd. Flow (perm) | 1805 | 3371 | 0 | 1530 | 3123 | 0 | 0 | 1593 | 0 | 0 | 1722 | 1524 |
| Link Speed (mph) | | 35 | | | 35 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1357 | | | 2771 | | | 405 | | | 407 | |
| Travel Time (s) | | 26.4 | | | 54.0 | | | 11.0 | | | 11.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 7% | 0% | 18% | 12% | 0% | 0% | 0% | 11% | 6% | 0% | 6% |
| Adj. Flow (vph) | 68 | 63 | 1 | 13 | 18 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 68 | 64 | 0 | 13 | 55 | 0 | 0 | 16 | 0 | 0 | 45 | 38 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 58 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Volume (Veh/h) | 63 | 58 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 63 | 1 | 13 | 18 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 4 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | | | 64 | | | 256 | 281 | 32 | 243 | 263 | 28 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | | | 64 | | | 256 | 281 | 32 | 243 | 263 | 28 |
| tC, single (s) | 4.1 | | | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.6 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 96 | | | 99 | | | 100 | 99 | 99 | 94 | 99 | 96 |
| cM capacity (veh/h) | 1563 | | | 1427 | | | 628 | 598 | 1006 | 644 | 612 | 1029 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 68 | 42 | 22 | 13 | 12 | 43 | 16 | 83 |
| Volume Left | 68 | 0 | 0 | 13 | 0 | 0 | 2 | 41 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 37 | 11 | 38 |
| cSH | 1563 | 1700 | 1700 | 1427 | 1700 | 1700 | 836 | 1183 |
| Volume to Capacity | 0.04 | 0.02 | 0.01 | 0.00* | 0.00* | 0.03 | 0.02 | 0.07 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| Control Delay (s/veh) | 7.4 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 9.4 | 9.9 |
| Lane LOS | A | | | A | | | A | A |
| Approach Delay (s/veh) | 3.8 | | | 1.4 | | | 9.4 | 9.9 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.3 | | | |
| Intersection Capacity Utilization | 25.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

* Value less than 0.01.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 63 | 58 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Future Vol, veh/h | 63 | 58 | 1 | 12 | 17 | 34 | 2 | 3 | 10 | 38 | 4 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 200 | - | - | 305 | - | - | - | - | - | - | - | 105 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 7 | 0 | 18 | 12 | 0 | 0 | 0 | 11 | 6 | 0 | 6 |
| Mvmt Flow | 68 | 63 | 1 | 13 | 18 | 37 | 2 | 3 | 11 | 41 | 4 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 55 | 0 | 0 | 64 | 0 | 0 | 237 | 281 | 32 | 232 | 263 | 28 |
| Stage 1 | - | - | - | - | - | - | 200 | 200 | - | 63 | 63 | - |
| Stage 2 | - | - | - | - | - | - | 37 | 81 | - | 169 | 200 | - |
| Critical Hdwy | 4.1 | - | - | 4.46 | - | - | 7.5 | 6.5 | 7.12 | 7.62 | 6.5 | 7.02 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.62 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.38 | - | - | 3.5 | 4 | 3.41 | 3.56 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 1563 | - | - | 1427 | - | - | 703 | 631 | 1006 | 693 | 646 | 1028 |
| Stage 1 | - | - | - | - | - | - | 789 | 739 | - | 929 | 846 | - |
| Stage 2 | - | - | - | - | - | - | 980 | 832 | - | 805 | 739 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1563 | - | - | 1427 | - | - | 647 | 598 | 1006 | 656 | 612 | 1028 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 647 | 598 | - | 656 | 612 | - |
| Stage 1 | - | - | - | - | - | - | 754 | 706 | - | 888 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 930 | 825 | - | 758 | 706 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.8 | 1.4 | 9.4 | 9.9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 831 | 1563 | - | - | 1427 | - | - | 652 | 1028 |
| HCM Lane V/C Ratio | 0.02 | 0.044 | - | - | 0.009 | - | - | 0.07 | 0.037 |
| HCM Ctrl Dly (s/v) | 9.4 | 7.4 | - | - | 7.5 | - | - | 10.9 | 8.6 |
| HCM Lane LOS | A | A | - | - | A | - | - | B | A |
| HCM 95th %tile Q (veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.2 | 0.1 |